LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME II, 1956

16th March to 16th April 1956

सत्यमेव जयते

Parliament Library

TWELFTH SESSION, 1956

(Vol, II contains Nos. 21 to 40)

LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

[VOLUME II—FROM 16TH MARCH TO 16TH APRIL, 1956]

No. 21—Friday, 16th March, 1956

	COLUMNS
Oral Answers to Questions—	
Starred Questions Nos. 735 to 738, 740, 743, 744, 749, 754 to 756, 758, 760, 762 to 764, 739, 746, 751, 752	1045-1128
Written answers to Questions—	
Starred Questions Nos. 741, 742, 745, 747, 748, 750, 753, 757, 759, 761	1128-34
Unstarred Questions Nos. 419 to 440	1134-44
Daily Digest	1145-48

No. 22—Monday, 19th March, 1956

Oral Answers to Questions —	
Starred Questions Nos. 765, 791, 797, 766, 767, 769 to 773, 776 to 779, 781, 784, 787, 789, 790, 792 to 795, 798, 799	1149-84
Written Answers to Questions —	
Starred Questions Nos. 768, 774, 775, 780, 782, 783, 785, 786, 788, 796	1184-88
Unstarred Questions Nos. 441 to 477	1188-1208
Daily Digest	1209-12

No. 23—Tuesday, 20th March, 1956

Oral Answers to Questions—	
Starred Questions Nos. 800 to 808, 811 to 814, 816, 820 to 826, 828, 619, 810, 817	1213-46
Correction of answer to a question	1246
Short Notice Questions Nos. 4 and 5	1246-49
Written Answers to Questions —	
Starred Questions Nos. 809, 815, 818, 819, 827	1249-51
Unstarred Questions Nos. 478 to 486	1251-56
Daily Digest	1257-58

No. 24—Wednesday, 21st March, 1956

	Columns
Oral Answers to Questions—	
Starred Questions Nos. 829 to 831- 833 to 839, 841, 843, 845 to 856	1259-92
Written Answers to Questions—	
Starred Questions Nos. 832, 840, 842, 844	1292-94
Unstarred Questions Nos. 487 to 499	1294-1300
Daily Digest	1301-04

No. 25—Thursday, 22nd March, 1956

Oral Answers to Questions—	
Starred Questions Nos. 857, 859 to 863 865 to 867, 869, 871 to 874, 876 to 878, 880, 882, 885, 858, 864, 881	1305-39
Written Answers to Questions—	
Starred Questions Nos. 868, 870, 875, 879, 883, 884, 886	1340-43
Unstarred Questions Nos. 500 to 517	1343-50
Daily Digest	1351-54

No. 26—Friday, 23rd March, 1956

Oral Answers to Questions—	
Starred Questions Nos. 887 to 892 896 to 898, 900, 902, 904, 906, 907, 909, 911, 894, 899, 901, 910 and 895	1355-83
Allotment of dates to various Ministries for answering questions	1383
Correction of Answers to Questions	1383
Written Answers to Questions—	
Starred Questions Nos. 893, 903, 905	1383-84
Unstarred Questions Nos. 518 to 522	1385-88
Daily Digest	1389-90

No. 27—Wednesday, 28th March, 1956

Oral Answers to Questions—	
Starred Questions Nos. 912, 915, 919, 921, 923 to 925, 928, 929, 931, 940 to 943, 946 to 949, 916, 917, 926, 927, 933, 934, 938, 944	1391-1424
Short Notice Question No. 6	1424-28
Written Answers to Questions—	
Starred Questions Nos. 913, 914, 918, 920, 922, 930, 932, 935 to 937, 939, 945	1428-34
Unstarred Questions Nos. 523 to 549	1434-50
Daily Digest	1451-54

No. 28—Thursday, 29th March 1956

	Columns
Oral Answers to Questions—	
Starred Questions Nos. 951, 953, 954, 956 to 959, 963, 965, 968, 974, 975, 978, 980, 982, 984 to 986, 989 to 991, 993, 996, 960	1455-87
Written Answers to Questions—	
Starred Questions Nos. 950, 952, 955, 961, 962, 964, 967, 969 to 973, 976, 977, 979, 981, 983, 987, 988, 992, 994, 995, 998 to 1000	1487-99
Unstarred Questions Nos. 550 to 556, 558 to 602	1499-1528
Daily Digest	1529-34

No. 29—Saturday, 31st March, 1956

Oral Answers to Questions—	
Starred Questions Nos. 1001, 1003, 1006, 1007, 1011 to 1013, 1015, 1017 to 1022, 1024, 1026 to 1028, 1030 to 1032, 1034 to 1037, 1039, 1040	1535-71
Written Answers to Questions—	
Starred Questions Nos. 1002, 1004, 1005, 1008 to 1010, 1014, 1016, 1023, 1025, 1029, 1033, 1038, 1041	1571-76
Unstarred Questions Nos. 603 to 629	1576-92
Daily Digest	1593-96

No. 30—Monday, 2nd April, 1956

Oral Answers to Questions—	
Starred Questions Nos. 1042 to 1046, 1049, 1053, 1057, 1059, 1061, 1063, 1065, 1069, 1078, 1080, 1070, 1071, 1075, 1079, 1081 to 1084	1597-1633
Written Answers to Questions—	
Starred Questions Nos. 1047, 1048, 1050 to 1052, 1054 to 1056, 1058, 1060, 1062, 1064, 1067, 1072 to 1074, 1076	1633-40
Unstarred Questions Nos. 630 to 637	1640-44
Daily Digest	1645-48

No. 31—*Tuesday, 3rd April,* 1956

	Columns
Oral Answers to Questions—	
Starred Questions Nos. 1085, 1087 to 1091, 1093 to 1095, 1100, 1101, 1103, 1105 to 1107, 1110, 1136, 1111 to 1116, 1119, 1120 . .	1649-83
Short Notice Questions Nos. 7 and 8	1683-90
Written Answers to Questions—	
Starred Questions Nos. 1086, 1092, 1096 to 1099, 1102, 1104, 1108, 1109, 1117, 1118, 1121 to 1135, 1137 to 1142, 1144 to 1149 . .	1690-1708
Unstarred Questions Nos. 638 to 652, 654 to 694 . . .	1708-42
Daily Digest	1743-48

No. 32—*Wednesday, 4th April,* 1956

Oral Answers to Questions—	
Starred Questions Nos. 1150, 1154 to 1156, 1159, 1164, 1165, 1167 to 1169, 1171, 1173 to 1175, 1180 to 1182, 1186, 1188, 1152, 1160, 1179	1749-82
Written Answers to Questions—	
Starred Questions Nos. 1151, 1153, 1157, 1158, 1161 to 1163, 1166, 1170, 1172, 1176 to 1178, 1183 to 1185, 1187, 1189 to 1191 . .	1782-90
Unstarred Questions Nos. 695 to 725, 727 to 735 . . .	1790-1810
Daily Digest	1811-14

No. 33—*Thursday, 5th April,* 1956

Timing of the sittings	1815
Oral Answers to Questions—	
Starred Questions Nos. 1192, 1194 to 1196, 1201, 1202, 1205 to 1207, 1209 to 1214, 1217 to 1220	1816-48
Written Answers to Questions—	
Starred Questions Nos. 1193, 1197 to 1200, 1203, 1204, 1208, 1215, 1216, 1221, 1222	1849-54
Unstarred Questions Nos. 736 to 743	1854-58
Daily Digest	1859-60

No. 34—Friday, 6th April, 1956

	COLUMNS
Timing of meetings of Parliamentary Committees during Sessions	1861
Oral Answers to Questions—	
Starred Questions Nos. 1223, 1225, 1226, 1229, 1231, 1232, 1234, 1237, 1238, 1241, 1243, 1245 to 1250, 1252, 1253, 1255, 1257 to 1263	1861-95
Short Notice Question No. 9	1895-97
Written Answers to Questions—	
Starred Questions Nos. 1224, 1227, 1228, 1230, 1233, 1235, 1236, 1239, 1240, 1242, 1244, 1251, 1254, 1256, 1264, 1265	1898-1906
Unstarred Questions Nos. 744 to 797	1906-36
Daily Digest	1937-42

No. 35—Monday, 9th April, 1956

Oral Answers to Questions—	
Starred Questions Nos. 1267 to 1274, 1277, 1278, 1284, 1286, 1288, 1290 to 1292, 1294 to 1296, 1299, 1275, 1282, 1287, 1297	1943-78
Written Answers to Questions—	
Starred Questions Nos. 1266, 1276, 1279, to 1281, 1283, 1285, 1289, 1293, 1298	1978-83
Unstarred Questions Nos. 798 to 840	1983-2004
Daily Digest	2005-08

No. 36—Tuesday, 10th April, 1956

Oral Answers to Questions—	
Starred Questions Nos. 1303 to 1306, 1308, 1311, 1312, 1314 to 1317, 1319 to 1321, 1323 to 1325, 1327 to 1329, 1331, 1333 to 1335, 1300	2009-42
Written Answers to Questions—	
Starred Questions Nos. 1301, 1302, 1307, 1309, 1310, 1313, 1318, 1322, 1326, 1330, 1332, 1336, 1337	2042-48
Unstarred Questions Nos. 841, 842 844 to 864	2048-58
Daily Digest	2059-62

No. 37—Wednesday, 11th April, 1956

Member Sworn	2063
Oral Answers to Questions—	
Starred Questions Nos. 1339 to 1342, 1350, 1351, 1353 to 1355, 1357, 1359, 1360, 1363, 1365, 1366, 1368, 1370 to 1372, 1377, 1379, 1381, 1382	2063-98
Written Answers to Questions—	
Starred Questions Nos. 1338, 1343 to 1349, 1352, 1356, 1358, 1361, 1362, 1364, 1367, 1369, 1373 to 1376, 1378, 1380. 1383 to 1385	2098-2111
Unstarred Questions Nos. 865 to 930-A	2111-46
Daily Digest	2147-52

No. 38—*Thursday, 12th April,* 1956

	Columns
Oral Answers to Questions—	
Starred Questions Nos. 1386 to 1388, 1390, 1392, 1398, 1401, 1404, 1406, 1408, 1410 to 1412, 1416 to 1418, 1397, 1400, 1409, 1413, 1414	2153-81
Short Notice Questions Nos. 10, 11	2181-87
Written Answers to Questions—	
Starred Questions Nos. 1389, 1391, 1393, 1394, 1396, 1399, 1402, 1403, 1405, 1407	2187-91
Unstarred Questions Nos. 931, 933 to 952	2191-2202
Daily Digest	2203-06

No. 39—*Saturday, 14th April,* 1956

Oral Answers to Questions—	
Starred Questions Nos. 1419, 1420, 1422, 1423, 1425 to 1427, 1430 to 1439, 1441 to 1446	2207-40
Written Answers to Questions—	
Starred Questions Nos. 1421, 1424, 1428, 1429, 1440, 1447 to 1452	2240-45
Unstarred Questions Nos. 953 to 974	2245-60
Daily Digest	2261-64

No. 40—*Monday, 16th April,* 1956

Oral Answers to Questions—	
Starred Questions Nos. 1454 to 1459, 1464, 1466 to 1468, 1470, 1501, 1473 to 1475, 1478, 1479, 1481, 1482, 1484 to 1486, 1488 to 1490	2265-2302
Written Answers to Questions—	
Starred Questions Nos. 1460 to 1463, 1465, 1471, 1472, 1476, 1477, 1480, 1483, 1487, 1491 to 1500, 1502, 1503	2302-12
Unstarred Questions Nos. 975 to 1069	2312-70
Daily Digest	2371-76

GIPN—S4—83 Lok Sabha—13-3-57—840

LOK SABHA

Tuesday, 3rd April, 1956

The Lok Sabha met at Half Past Ten of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

CINEMA SHOWS IN TRAINS

***1085. Shri Radha Raman :** Will the Minister of **Railways** be pleased to state :

(a) whether Government have since started, as an experiment, exhibition of cinema shows in certain trains ;

(b) if so, the details thereof ; and

(c) whether these shows will be free or any charges will be made from the passengers?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) No;

(b) Does not arise.

(c) The question of collection of nominal charge is being considered.

Shri Radha Raman : May I know whether the Government have sanctioned any amount for the exhibition of these cinema shows in trains?

Shri Shahnawaz Khan : I do not quite get the hon. Member's point. What amount is he referring to?

Shri Radha Raman : I simply wanted to know if you have in order to experiment the cinema shows in train, set aside any, amount to be spent on them and, if so, what is that amount?

Shri Shahnawaz Khan : We have one broad gauge coach fitted with a 16 mm. projector and we are getting the film reels from the Ministry of Information and Broadcasting.

Shri Radha Raman : May I know whether the cinema shows will be held while the train is stationary or the train is moving.

Shri Shahnawaz Khan : Mostly when the train is moving.

Shri Veeraswamy : May I know, if any nominal charge is imposed on the travelling public, whether the Government are sure that there will be any response from the public?

Shri Shahnawaz Khan : From what one sees outside, it would appear that there would be plenty of response.

Shri Velayudhan : May I know whether the third class passengers will be allowed to see these cinema shows, or these will be restricted to upper class passengers only?

Shri Shahnawaz Khan : No, Sir. It is meant primarily for the third class passengers.

Shri Radha Raman : May I know.....

Mr. Speaker : We will go to the next question. Let us wait and see. When the films are put up all Members can see.

REPAYMENT OF SHIPPING LOANS

***1087. Shri Keshavaiengar :** Will the Minister of **Transport** be pleased to state :

(a) whether the loans of about 20 crores of rupees advanced for the purchase of ships for coastal and overseas trade have begun to be repaid ; and

(b) if so, how much has been realised by way of repayment?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) A sum of Rs. 1·89 crores has since been repaid.

Shri Keshavaiengar: May we know if it is a fact the Government has a scheme to plough back the returns on this item again for loans for the purchase of ships for coastal and overseas trade?

Shri Alagesan: There is no particular question of ploughing back the returns. We have set apart sums for being granted as loans. Even in the Second Five Year Plan a huge sum has been set apart.

Shri N. M. Lingam: May I know if all the instalments for the repayment of loans have been regularly paid, if not, what is the reason?

Shri Alagesan: They are being repaid.

ALAGESAN COMMITTEE

***1088. Shri Dabhi:** Will the Minister of **Railways** be pleased to refer to item 34 of the statement (ii) referred to in the reply given to Starred Question No. 757 on the 13th December, 1955 and state :

(a) whether the examination of experiments in Army School Cookery method by Departmental Catering Establishments has been completed ; and

(b) if so, the decisions arrived at by Government?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). The matter is still under examination.

Shri Dabhi: May we have some idea as to what is this Army School Cookery method?

Shri Shahnawaz Khan: In the Army they used to have an institution known as the Army School of Cookery. It used to be a centre for training cooks from the various units to give them centralised training in preparing excellent dishes.

Shri Dabhi: May we know the names of stations on the Western Railway where departmental catering has been already introduced?

The Deputy Minister of Railways and Transport (Shri Alagesan): It does not arise out of this question. But I may inform the hon. Member that Mehsana and Ratlam are the two stations where departmental catering has been introduced from the 1st of April.

TOURISM

***1089. Shri Krishnacharya Joshi:** Will the Minister of **Transport** be pleased to state :

(a) the total number of foreign tourists who visited India during 1955 with separate figures for each country ;

(b) the names of the places mostly visited by them ;

(c) the average duration of their stay in India ; and

(d) the total amount of foreign exchange earned through them?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) A statement is placed on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 19]

(b) Information in respect of the places visited by each tourist is not collected and it is difficult to give a categorical reply. However, Delhi, Bombay, Calcutta, Ajanta-Ellora, Jaipur, Banaras, Agra and Kashmir appear to be most popular with tourists.

(c) According to a pilot survey conducted in Delhi in June-September 1955, the average duration of stay of a foreign tourist in India is estimated at 25·82 days.

(d) The amount of foreign exchange earned during the year 1955 has not so far been worked out by the Reserve Bank of India.

Shri Krishnacharya Joshi : From the statement I find that more than 43,000 persons visited India during 1955. May I know how this figure compares with the figures of previous years ?

Shri Shahnawaz Khan : There has been a steady increase every year.

Shri Krishnacharya Joshi : May I know whether, after completing the tour, these tourists give their impressions and reactions ?

Shri Shahnawaz Khan : When the tourists arrive here, we hand over a card to them. We request them to return that card duly filled in. They give their impressions on that card. But, I may say, all the cards, which are distributed, are not necessarily sent back to us.

सेठ गोविन्द दास : यह जो विदेशी यात्री इस देश में आये, उनकी यात्रा के सम्बन्ध में उन को कोई असुविधा तो नहीं रही और उस सम्बन्ध में कोई शिकायतें तो उनकी नहीं आईं और अगर आईं तो किस तरह की आईं और उनके दूर करने का क्या प्रयत्न किया गया ?

श्री शाहनवाज खां : जहां तक सम्भव होता है हम कोशिश करते हैं कि जब वे यहां आयें तो उनको कोई तकलीफ न हो। कई एक बार यह बातें हमारे नोटिस में लाई गयीं कि बहुत से होटलों में जो बाथ रूम फ़ैसिलिटीज़ थीं, उनसे वे खुश नहीं हैं और उनको बेहतर बनाने की कोशिश की जा रही है।

Shri R. P. Garg : May I know whether the Government is aware of the fact that the literature produced so far for the tourists is not very authentic and better production of such literature is needed for attracting more tourists to India ?

The Deputy Minister of Railways and Transport (Shri Alagesan): We are prepared to look into the question and see that the literature we publish is further improved. But, I may inform the hon. Member that the literature we have so far published has been very much appreciated, not only here in this country, but also by foreigners.

Shri A. M. Thomas : May I enquire why the Transport Ministry has not taken any serious steps so far to popularise places of tourists interest such as the Games Sanctuary at Thekhedey, Cape Comorin and other places in the South?

Shri Alagesan : Yes, Sir. These are all very important places and places of great tourist attraction. These places are also being popularised. But, as you will see from the answer supplied by the hon. Parliamentary Secretary, the number of days the foreign tourists stay in this country are not many, and so they have to pick and choose. It may be that, because of that, some places in South India are left out of the itinerary of the foreign tourists.

रेलवे स्टेशनों पर टेलीफोन

*१०६०. **श्री भक्त दर्शन :** क्या रेलवे मंत्री यह बात बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बहुत से रेलवे स्टेशनों पर टेलीफोन की सुविधाओं के न होने के कारण लोगों को बहुत असुविधा होती है ;

(ख) यदि हां, तो उत्तर रेलवे के कुल कितने रेलवे स्टेशनों पर यह सुविधा उपलब्ध नहीं है ; और

(ग) ऐसे स्टेशनों पर टेलीफोन लगाने के लिये क्या कार्यवाही की जा रही है ?

रेलवे तथा परिवहन मंत्री के सभा-सचिव (श्री शाहनवाज खां) : (क) हो सकता है, कुछ स्टेशनों पर ऐसी बात हो।

(ख) एक बयान सभा-पटल पर रख दिया गया है। [देखिये परिशिष्ट ६, अनुबन्ध सं. २०]

(ग) इन स्टेशनों पर जल्द ही टेलीफ़ोन लगाने के लिए डाक और तार विभाग को लिखा गया है।

श्री भक्त दर्शन : इस सूची से मालूम होता है कि रेलवे मंत्रालय की सीधी नाक के नीचे यानी खुद दिल्ली में दिल्ली-किशनगंज, सब्जीमंडी और शाहदरा में टेलीफ़ोन की सुविधा नहीं दी जा सकी है, तो मैं जानना चाहता हूं कि क्या इस सम्बन्ध में डाक, तार विभाग से सहयोग नहीं मिल रहा है या कोई और अड़चन है ?

श्री शाहनवाज खां : इसके लिए रेलवे मंत्रालय कोशिश तो पूरी कर रहा है और उम्मीद है कि हमारी कोशिशें जल्द फल लायेंगी ।

श्री भक्त दर्शन : क्या कोई ऐसी योजना तैयार की गई है कि अगली पंचवर्षीय योजना के अन्दर प्रत्येक स्टेशन को टेलीफोन की सुविधा दे दी जायें, और क्या इस के बारे में संचार मंत्रालय से कोई विचार विमर्ष किया जा रहा है ?

श्री शाहनवाज खां : नहीं, ऐसी कोई बात नहीं सोची जा रही है ।

Dr. Rama Rao : Even in important stations like Bezwada and Hyderabad there is no public telephone at present. Can the Minister give us any idea as to when we can have the phone connections there ?

The Deputy Minister of Railways and Transport (Shri Alagesan): It will certainly be looked into. The Railways have already issued instructions that wherever there are public telephone exchanges, phones should be installed in the railway stations. As far as the Northern Railway goes, the hon. Member perhaps may know that we have telephone facilities in 71 stations and the number of stations where phone connections have been sanctioned and where phones will be installed in the course, perhaps, of this year, is nine.

भारतीय कृषि गवेषणा परिषद्

*१०६१. **श्री विभूति मिश्र** : क्या खाद्य और कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय कृषि गवेषणा परिषद ने नवम्बर, १६५५, में टालीगंज, कलकत्ता में एक कृषि जानकारी केन्द्र संगठित किया था ;

(ख) यदि हां, तो उसके मुख्य पहलू क्या थे; और

(ग) क्या सरकार ऐसे केन्द्र अन्य राज्यों में भी संगठित करना चाहती है ।

खाद्य और कृषि उपमंत्री (श्री एम० वी० कृष्णप्पा) : (क) आई० सी० ए० आर० (I. C. A. R.) ने पश्चिम बंगाल सरकार के सहयोग से टालीगंज के कृषि-कालेज में ७ नवम्बर १६५५ से १८ नवम्बर १६५५ तक एक कृषि-जानकारी की वर्कशाप (Work shop) संगठित की । 'वर्कशाप' शब्द से यहां मतलब 'कार्यकर्त्ताओं की टोली की प्रशिक्षणार्थ बैठक' का है और न कि दुकान का जिस मे मशीनरी हो ।

(ख) वर्कशाप इस लिए संगठित की गई थी कि राज्य कर्मचारियों को किसानों और विस्तार-कार्यकर्ताओं के इस्तेमाल के लिए कृषि-जानकारी साहित्य के निर्माण करने के तरीके का प्रशिक्षण दिया जाये ।

(ग) जो राज्य ऐसे वर्कशाप चाहेंगे उन सब में ये संगठित करने का विचार है।

श्री विभूति मिश्र : यह मालम होता है कि इंडियन कौंसिल आफ एग्रिकल्चर ने उन लोगों को सहायता किया । फर्ज कीजिये कि कोई दूसरी स्टेट (राज्य) न बुलावे तो क्या इंडियन कौंसिल आफ एग्रिकल्चर स्वत: इस तरह के कार्यकर्ताओं को बुला करके उन को खेती के सम्बन्ध में जानकारी कराने के लिये कोई स्टेप लेगी ?

श्री एम० वी० कृष्णप्पा : हमारे आई० सी० ए० आर० से १८ राज्यों को प्रिंटिंग मशीनें दी गई हैं । जिन जिन प्रदेशों में हमारी मशीनें हैं वहां अगर राज्य सरकारें इच्छा करेंगी तो हम अवश्य वहां पर वर्कशाप रक्खेंगे ।

श्री विभूति मिश्र : इस तरह के कार्यकर्त्ता जो इकट्ठा हुए थे उन्होंने खास तौर पर किन बातों पर चर्चा की ?

श्री एम० वी० कृष्णप्पा : उसमें.....

Mr. Speaker : He may make use of both the languages.

Shri M. V. Krishnappa : The people who are trained there are given instructions in propagating the results

of the experiments carried out in the research institutions, how to disseminate them, how to print them and compile them and publish them in the villages.

INLAND WATERWAYS

*1093. **Shri S. C. Samanta :** Will the Minister of **Transport** be pleased to state :

(a) the number of sessions of the Inland Waterways Sub-Committee of the United Nations Economic Commission for Asia and the Far East held ;

(b) the names of places where the sessions were held ; and

(c) when the next session of the Sub-Committee is likely to be held?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Three.

(b) Bandung, Saigon and Dacca.

(c) The Government of India have no information.

Shri S. C. Samanta : May I know what were the problems that were put forward by India in the last session of this Sub-Committee held at Dacca?

Shri Alagesan : I do not have before me the agenda that was discussed in the last meeting and the exact subjects that were put forward by India. But I may inform the hon. Member that problems like the establishment of regional training centres for inland water transport personnel, uniform system of buoyage on inland waterways, uniform system of shore mark for all the inland waterways, etc. were discussed. These are technical problems connected with the development of waterways. Broadly these were subjects discussed.

Shri S. C. Samanta : May I know whether the report of this Sub-Committee will be sent direct to the ECAFE or through the Transport Sub-Committee for consideration and acceptance?

Shri Alagesan : This is a wing of the ECAFE and as such all conclusions and proceedings, I think, will be forwarded to the ECAFE and also to the member-nations.

Shri S. C. Samanta : Is there any possibility of this Inland Waterways Sub-Committee meeting in India in the near future?

Shri Alagesan : We have not thought of it. We do not have any intention of inviting it here, but at some future date certainly we may also invite the Sub-Committee to meet in India for its session.

RAILWAY ROLLING STOCK

*1094. **Shri G. P. Sinha :** Will the Minister of **Railways** be pleased to state :

(a) the number of locomotives, coaches and wagons imported, during 1955-56 ;

(b) the countries from which imported ;

(c) the targets for import of locomotives, coaches and wagons fixed for 1956-57 ; and

(d) the countries from which to be imported?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (d). A statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 21]

Shri G. P. Sinha : May I know what are the countries, especially in Eastern Europe, with whom we are still carrying on negotiations for increased supply of all these locomotives, coaches and wagons?

Shri Shahnawaz Khan : The countries from which we are trying to obtain locomotives and wagons are Australia Italy, Belgium, Canada, USA, United Kingdom, Germany and Hungary.

Shri G. P. Sinha : May I know whether a thorough assessment has been made of the future requirements of

all these locomotives and coaches to meet our expanding industries in the Second Five Year Plan?

Shri Shahnawaz Khan: Yes, Sir. A very comprehensive review has been made.

Shri G. P. Sinha: May I know what percentage of our requirements will be met by domestic production?

The Deputy Minister of Railways and Transport (Shri Alagesan): As far as this question goes, it has been answered several times on the floor of this House. As far as the normal replacements and repairs are concerned, all those will be met by the domestic production. The present margin will have to be met by imports in order to overtake the past arrears.

Shri A. M. Thomas: May I enquire whether the Railway Minister or rather the Railway Board has drawn up any scheme for an equitable distribution of the imported coaches and wagons, and can the hon. Minister explain why to the Grand Trunk Express which has to cover the longest distance are attached so many rotten and worn-out coaches?

Shri Alagesan: It is not quite fair to draw a distinction between particular sets of trains. In fact, I have heard of this, not only with respect to the Grand Trunk Express but other long distance trains also from other hon. Members. Perhaps, the hon. Members coming from the South may not know the inconvenience that Members coming from other areas have to put up with. These coaches are distributed as per the requirements and as per the demands that are put forward by the railways concerned, and there is no question of discrimination of one railway as against the other.

Shri C. D. Pande: May I know if the Government will take care to distribute manufacture of all these wagons to different places and not to concentrate them in one place? There should be a policy of dispersal of such manufacturing plants.

Shri Alagesan: As it happens, the firms which were manufacturing these wagons in the country happen to be situated in one place. When we wanted to expand the manufacture, naturally those firms which had an advantage in this matter came forward and said that without incurring much expenditure on capital, etc., they would be able to expand their production capacity. That was to a certain extent agreed to. But the idea is to disperse it as much as possible, provided people are able to come forward in the other regions to put up these plants.

Shri K. P. Tripathi: Out of these wagons for which orders have been placed, how many are for the metre gauge railways?

Shri Alagesan: We do not have the break-up of the figures. I do not have them just now. But the requirements of the metre gauge are also fully kept in view.

Shri B. D. Pande: May I ask the hon. Deputy Minister of Railways why the rolling stock of the Kumaon and Naini Tal Expresses is very dirty, old, dilapidated and rotten? We were better off during the British days. I do not want to mention it now, because.....

Mr. Speaker: He cannot make a speech.

Shri B. D. Pande: The rolling stock there is in a very bad condition. Will the hon. Minister see that we get better rolling stock?

Mr. Speaker: The hon. Member is giving information.

सेठ गोविन्द दास : यह कब तक आशा की जाती है, कि यह जो बाहर से हम को वैगन, कोचिज और इंजिन इत्यादि मंगाने पड़ते है, ये नहीं मंगाने पड़ेंगे और हम यहीं पर इन सब चीजों को तैयार करने लग जायेंगे और आत्मनिर्भर हो जायेंगे ?

Shri Alagesan: I think I have already answered this question. As far as wagon manufacture goes, we are

at present in a position to develop the capacity for the manufacture of anything like 25,000 wagons per year. This will be able to meet our normal requirements. It is only for the arrears, etc., we may have to depend on the imports. I have already said so.

Mr. Speaker: Next question.

Shri G. P. Sinha: One more question, Sir?

Mr. Speaker: A number of questions have been put.

BOMBAY-CALCUTTA MAIL

***1095. Shri M. L. Agrawal:** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that Bombay-Calcutta Mail went off the rails between the Malkapur and Biswa Bridge Stations beyond Bhusawal at 3·50 on the 24th January, 1956.

(b) if so, the details thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). A statement is placed on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 22]

Shri M. L. Agrawal: May I know if any attempt has been made since the submission of the report by the Government Inspector of Railways to find out the person or persons who are supposed to have tampered with the track?

Shri Shahnawaz Khan: Every attempt has been made by the police. So far they have not been able to apprehend the culprits.

Shri M. L. Agrawal: When can we expect to have the final report of the Railway Inspector? Would it be placed on the Table of the Sabha.

Shri Shahnawaz Khan: I cannot say definitely when the final report of the Government Inspector of Railways will be received.

JAIPUR STATION

***1100. Shri Bansilal:** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that a statue of Mahatma Gandhi is standing outside the Jaipur Railway Station in its compound ; and

(b) if so, the arrangements made for its proper upkeep?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) It is being properly looked after.

Shri Bansilal: May I know whether the Government is aware of the fact that at the time of the visit of the cultural delegation from China, ropes were tied round the neck of the statue for putting up buntings?

Shri Shahnawaz Khan: We are not aware of that. Sometimes it may happen that when you put a nice flower garland round the statue, the flowers wither away and there may be a rope hanging.

Shri Bansilal: I want to know whether ropes were tied in the neck of the statue for putting up buntings, not on this statue but elsewhere.

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) We do not have any information on that point. If it had happened, it is a very regrettable thing. This is all I can say from here. The staff are looking after the statue. They have instructions to see that the statue is kept in a clean and neat condition.

Shri Bansilal: May I know which is the staff which is looking after this statue, because it is found that smoking and even drinking take place below this statue?

Mr. Speaker: All that may be brought to the notice of the hon. Minister. If nothing happens, then he may come to Parliament. We cannot go on with all these smoking and drinking, etc.

Shri Bansilal: One more question, Sir.

Mr. Speaker: No, no. I have seen the questions.

Shri Bansilal: May I know whether the Government is contemplating to enact some legislation regarding the indiscriminate putting up of statues of Mahatma Gandhi in public places?

Mr. Speaker: That does not arise out of this question which relates to railway stations.

Shri R. K. Gupta: 1101.

Shri Krishnacharya Joshi: Question No. 1128 also may be taken up.

The Parliamentary Secretary to the Minister of Railways and Transport: (Shri Shahnawaz Khan): The one relates to the Northern Railway and the other to Southern Railway.

Mr. Speaker: The hon. Parliamentary Secretary is not willing. He may answer one now and the other later.

DIESEL CARS

*1101. **Shri R. K. Gupta:** Will the Minister of **Railways** be pleased to state :

(a) whether there is any proposal before Government to introduce diesel cars on Metre Gauge Section of Northern Railways ; and

(b) if so, the details thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure 23]

श्री आर० के० गुप्त : इस स्टेटमेंट में यह दर्ज है कि दो नई गाड़ियां और चालू की जायेंगी । क्या मैं जान सकता हूं कि वह नई गाड़ियां किन किन रूट्स पर चालू की जायेंगी ?

श्री शाहनवाज खां : आनरेबल मैम्बर को शायद यह मालूम नहीं है कि यह गाड़ियां इस वक्त चल रही हैं । एक दिल्ली, सरायरोहिला हिसार लाइन पर चल रही है और दूसरी दिल्ली, सरायरोहिला, लोहारू लाइन पर चल रही है ।

Shri A. M. Thomas: May I know whether it is a fact that the change-over will be easy in the case diesel traction with regard to lines wherein Government propose to introduce electrification ? May I also enquire whether the Railway Ministry has drawn up any comprehensive plan with regard to the introduction of diesel traction with a view to electrification ?

The Deputy Minister of Railways and Transport: (Shri Alagesan): This is a question relating to the rail-cars It does not deal with diesel traction as such. As an experiment we are trying these rail cars in the Southern Railway and Northern Railway. After the results of the experiments are available, the intention is to extend the rail car services to other Railways also.

Sardar Iqbal Singh: May I know whether the Government propose to run more cars on those sections of the Northern Railway such as between Amritsar and Jullundar where there is more overcrowding ?

The Minister of Railways and Transport (Shri L. B. Shastri): There is greater overcrowding on the metre gauge section. Therefore, we have decided to run them on the metre gauge sections.

Shri Raghavaiah: May I know on which part of the Southern Railway this experiment is being carried on ? The hon. Minister. . . . .

Mr. Speaker: The hon. Member has put the question.

Shri Alagesan: Both on the broad gauge and the metre gauge.

Shri Raghavaiah: May I know whether the Government propose to experiment this on the overcrowded line like Bezwada-Madras ?

Shri Alagesan: Not on the section between Bezwada and Madras. There are other crowded sections where the broad gauge diesel cars, as soon as they are received, will be put on.

SECOND BRIDGE OVER JAMUNA NEAR DELHI

*1103. **Sardar Iqbal Singh:** Will the Minister of **Railways** be pleased to state :

(a) whether there is any proposal to construct a second bridge on the river Jamuna near Delhi ; and

(b) if so, the proposed site and the programme of its constitution?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) No decision has yet been taken in this respect.

Sardar Iqbal Singh: May I know the time that would be taken to take a decision on this question? This question is before the Ministry for a long time now.

Shri Shahnawaz Khan: The Northern Railway have been asked to carry out a preliminary engineering survey. As the hon. Member is aware, to carry out surveys in river beds is a very lengthy process as you have to take into consideration the several strata. It is rather difficult to give exact dates.

Sardar Iqbal Singh: May I know whether this bridge will be a road bridge or a road-*cum*-rail bridge?

Shri Shahnawaz Khan: The idea is to have a road-*cum*-rail bridge if that is possible.

श्री भक्त दर्शन : क्योंकि दिल्ली भारतवर्ष की राजधानी है और वहां प्रतिदिन और प्रतिवर्ष रेल तथा मोटर का यातायात बढ़ता जा रहा है, क्या रेलवे मंत्रालय इस पुल के निर्माण को सर्वोच्च प्राथमिकता देने के प्रश्न पर विचार कर रहा है ?

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : प्राथमिकता देने का तो पहले ही से विचार है । पहले रोड ब्रिज बनाने का खयाल था लेकिन अब यह सोचा गया है कि अगर रेल-कम-रोड ब्रिज बन सके तो ज्यादा अच्छा होगा । इसलिए थोड़ी इसमें देर लगी है और रेलवे व ट्रांसपोर्ट मिनिस्ट्री इस मामले में विचार विनिमय कर रही है ।

FIRST-AID BOXES AT POST OFFICES

*1105. **Dr. Rama Rao:** Will the Minister of **Communications** be pleased to state :

(a) whether the question regarding supply of First-Aid boxes to large Post Offices is under consideration ; and

(b) if so, the steps that are being taken in the matter to expedite decision?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Yes.

(b) The supply of first aid boxes depends on the adequate number of staff trained in such offices for which purpose facilities have been afforded to the staff for receiving first aid training. Action is now being taken to provide first aid boxes in such offices where adequate number of staff have received first aid training. The supply is expected to be made in the next financial year (1956-57).

I.A.C. EMPLOYEES (TRIPURA)

*1106. **Shri Biren Dutt:** Will the Minister of **Communications** be pleased to state :

(a) whether any increase in the compensatory allowances has been demanded by the employees of the Indian Airlines Corporation in Tripura ; and

(b) if so, the steps taken by Government in that direction?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) and (b). No compensatory allowance has been sanctioned to any of the employees of the Indian Airlines Corporation. A Place (station) allowance of Rs. 12 p.m. is paid to employees at Tripura by the Corporation. The question of increase in the rate of this allowance in the Assam area was raised at a meeting between the Chairman and representatives of Air Corporation Employees' Union in January 1956, and it was agreed that no revision of rate could be undertaken.

Shri Biren Dutt : In view of the fact that in that area the prices of foodstuffs and other essential materials are very high, will the Ministry consider giving them any increased compensation?

Shri Raj Bahadur : While fixing this rate, all considerations relevant to the question were taken into account.

Shri K. P. Tripathi : Is it a fact that even ordinary necessities of life like rice, mustard oil and other things are being air-lifted to this place for the purpose of the people living in that area, and if so, may I know whether this fact is under the consideration of the Government in deciding whether the rate should be increased or not?

Shri Raj Bahadur : The modes of transport are well known to the hon. Member. I can only say that that also was taken into consideration.

DIVISIONAL SYSTEM

***1107. Shri Gidwani :** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that the Western Railways have decided to replace the regional system of administration by the Divisional System ; and

(b) if so, where the divisional headquarters will be located ?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes.

(b) It is proposed to locate the Divisional Headquarters at—

Bombay,

Baroda,

Kotah,

Jaipur,

Ajmer,

Rajkot, and

Bhavnagar.

Shri Gidwani : May I know the reasons that have actuated the Government to make this change?

Shri Alagesan : To achieve better co-ordination.

Shri Gidwani : May I know whether any extra expenditure will be involved ?

Shri Alagesan : I am unable to give the extra expenditure off-hand. In some cases there may not be any extra expenditure.

Shri Nettur P. Damodaran : May I know whether the Southern Railways have also decided to introduce the divisional system, and if so, which are the headquarters of the divisions in the Southern Railway ?

Shri Alagesan : It has been decided to introduce the divisional system on the Southern Railway too, and there will be one headquarter in the Kerala area in which the hon. Member is interested, and that will be at Olavakot.

Sardar A. S. Saigal : May I know within what time the divisional system will be introduced in all the other zonal railways ?

Shri Alagesan : At present the Northern Railway and the Eastern Railway have the divisional system. The Western Railway and the Southern Railway have been taken up and there is a certain rationalisation on the Central Railway too. It will be taken up on the remaining railways also, namely the North-Eastern and South-Eastern Railway soon after.

Mr. Speaker : Shri Garg.

सरदार ए० एस० सहगल : जहां पर डिवीजनल सिस्टम काम कर रहा है वहां पर.....

Mr. Speaker : Order, order. I am not going to allow this kind of interruption. It must be left to me to choose, and ultimately if I find an hon. Member is very much interested, I will never lose sight of him. I will call him.

Shri R. P. Garg : The hon. Deputy Minister just now said that the divisional system is a better system. May I know why this uniform system is not adopted in all the railways, and by what time it will be done?

Mr. Speaker : These are all arguments. The hon. Minister has already said that he is rationalising and introducing the divisional system bit by bit and so on.

Sardar Iqbal Singh : May I know whether there is any proposal under consideration by the Government for giving more powers to the divisional superintendents for improving the efficiency of the railways?

Shri Alagesan : As I said, we have already got the divisional system. The powers that are being enjoyed at present by the divisional superintendent will be enjoyed by the superintendents of the new divisions on other railways also.

सरदार ए० एस० सहगल: जहां पर डिवीजनल सिस्टम काम कर रहा है, वहां पर दूसरी जोनल रेलवे का डिवीजन बनाने के सम्बन्ध में सरकार का क्या रुख होगा ?

The Minister of Railways and Transport (Shri L. B. Shastri) : I could not follow the question.

Sardar A. S. Saigal : In Nagpur there is a divisional headquarters of the Central Railway. Will they have a divisional headquarters of the South-Eastern Railway also there?

Shri L. B. Shastri : Let him put the question in Hindi.

Mr. Speaker : Order, order. Hon. Member gets so excited unfortunately. There is nothing to lose one's balance over this matter. Let him put the question again in Hindi. The Minister will answer in Hindi.

सरदार ए० एस० सहगल: मेरे कहने का मतलब यह है कि नागपुर में जहां पर कि सेंट्रल रेलवे का डिवीजनल आफिस वर्क कर रहा है, वहां पर साउथ-ईस्टर्न रेलवे का डिवीजनल आफिस भी क्या आप बनाने का विचार कर रहे हैं ?

श्री एल० बी० शास्त्री : जी हां, अगर आपने जो अभी डिप्टी मिनिस्टर साहब ने कहा, उस पर गौर किया होता तो आपको मालूम हो गया होता कि साउथ-ईस्टर्न रेलवे का नम्बर जरा बाद में आता है ।

DELHI DEVELOPMENT (PROVISIONAL) AUTHORITY

***1110. Dr. Suresh Chandra :** Will the Minister of **Health** be pleased to state :

(a) whether it is a fact that the Delhi Development (Provisional) Authority has issued demolition notices for old constructions in the rural and semi-urban areas of Delhi State and if so, how many demolition notices have been issued so far ;

(b) whether prior to the issue of notices, the Development Authority did not prepare any list of old constructions in the controlled areas ;

(c) if not, why not; and

(d) whether demolition notices were issued in such cases also where only plastering or white-washing was being done?

The Minister of Health (Rajkumari Amrit Kaur) : (a) No. Demolition notices are issued only in respect of unauthorised constructions undertaken after the 11th November, 1955.

(b) and (c). A complete list is under preparation.

(d) Demolition notices were issued only in cases where after enquiry the Authority was satisfied that an entirely new unauthorised construction or addition was made after the 11th November, 1955. No demolition notices were issued in cases where only plastering or whitewashing of an existing construction was carried out.

Dr. Suresh Chandra : May I now whether the Government have given notice to the people to prove their cases where demolition notices have been issued for the old constructions, and also whether the Government is aware of harassment of the people?

Rajkumari Amrit Kaur : No harassment of the people is being pursued. Actually in the demolition, when notices are given, the people are given details as to why the constructions are being demolished, and no action is taken unless there is sufficient proof that the construction came up after the 11th November, 1955.

Dr. Suresh Chandra : Is the Government aware of the complaints received by so many Members of Parliament from the people of Delhi about the demolition notices unjustly served on them?

Rajkumari Amrit Kaur: Complaints will always come, but I would like to have the co-operation of the hon. Members where unauthorised construction has been done after due notice was given to the people.

Shri D. C. Sharma : May I know how many persons or families are going to be affected by these demolition notices and whether any attempts have been made to give them alternative accommodation elsewhere ?

Rajkumari Amrit Kaur : Where it is possible to give them alternative accommodation, it will be given, but for people who put up unauthorised structures and break the law, it is difficult to give accommodation.

Shri Keshavaiengar : In view of the fact that there is a serious housing problem in Delhi, may I know whether Government has a scheme for regularising these irregularities in deserving cases?

Rajkumari Amrit Kaur : No irregularity can be regularised if the law has been broken deliberately.

Shri D. C. Sharma : May I ask the hon. Minister to give a factual statement about the number of families that are going to be affected by this and about the alternative accommodation that is going to be offered? It will be kind of you to ask the hon. lady Minister to give factual information.

Rajkumari Amrit Kaur : I can give the number of demolition orders that have been issued up to date. It is 786. How many members of the families there will be.....

Mr. Speaker : At the rate of 5.

Shri R. P. Garg : May I know how many of the people on whom demolition notices are served were refugees from West Pakistan?

Rajkumari Amrit Kaur : I am sorry I cannot give that information.

Sardar Iqbal Singh : May I know whether in respect of the land acquired by Government from these persons, they will give compensation in the form of land or cash?

Rajkumari Amrit Kaur : There is no question of compensation where the law has been deliberately broken.

Mr. Speaker : Next question.

Dr. Suresh Chandra : There is another question on the same subject. Question No. 1136. Can we take it up?

Mr. Speaker : Will the hon. Minister answer 1136?

Rajkumari Amrit Kaur : Yes.

DELHI DEVELOPMENT (PROVISIONAL) AUTHORITY

***1136. Dr. Suresh Chandra :** Will the Minister of **Health** be pleased to state :

(a) whether the Tri-Nagar Panchayat (Registered) filed a list of old constructions with the Delhi Development (Provisional) Authority ;

(b) if so, the date on which the list for Onkar Nagar A.S.B. was filed and the date on which the Authority got it verified ;

(c) the number of verified cases ;

(d) whether such lists of old constructions are very helpful in locating the new constructions, if any, and

whether the Authority has appreciated the spirit of co-operation by the Tri-Nagar Panchayats ; and

(e) whether he gave assurance in Lok Sabha that buildings under construction on that day would not be affected ?

The Minister of Health (Rajkumari Amrit Kaur) : (a) Yes.

(b) and (c). This list was submitted on the 10th January 1956. After scrutiny of all cases, verifications on the spot were carried out during the period 20th February to 25th February 1956, Of the 256 structures included in the list 25 were found to be of a later date than 11th November, 1955.

(d) Yes.

(e) I had given an assurance in the Lok Sabha in the debate on 7th December 1955 that only such constructions as are built without obtaining the permission of the Authority *after the date of issue of the Controlled Area Notification* might be demolished. The Notification regarding controlled areas was issued on 11th November, 1955.

Dr. Suresh Chandra : May I know whether the *panchayat* of that area offered any list of old constructions to the Development (Provisional) Authority, and the advice of the executive engineer was had on the same, and if so, what was done to that?

Rajkumari Amrit Kaur : I believe the *panchayat* did give a list, which as I have said, was considered very carefully. But this *panchayat* has actually filed a suit against Government and has obtained stay orders in a case that will come up for hearing in the court on 2nd April, when the Solicitor-General will defend the same on behalf of Government.

Dr. Suresh Chandra : The two houses there which were demolished were shown complete in the list submitted by the *panchayat* and still that was ignored, and they were pulled down.

Rajkumari Amrit Kaur : I have already said that all points were taken into consideration before any demolition was ordered.

Shri D. C. Sharma : May I know what procedure was adopted to prepare a list of such houses and who were entrusted with that work?

Rajkumari Amrit Kaur : The Development Authority has got a special committee to look into all cases. As I have already said, out of the 256 structures which were included in the list, only 25 were said by the committee to have been constructed at a later date. The committee looked into the cases very carefully and a very small number only was said to have been constructed at a later date.

Banihal Tunnel

***1111. Shri V. B. Gandhi :** Will the Minister of **Transport** be pleased to state :

(a) whether the work of the Binihal Tunnel was given to the same German firm whom the original work of Pilot Heading had been given ; and

(b) whether this work of the whole Tunnel was given to the firm by negotiation?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). Yes, Sir.

Shri V. B. Gandhi : Would Government give the reasons for their decision to give this tunnel work worth over Rs. 2 crores by negotiation and not by tender as usual?

Shri Alagesan : I can give it in some details. First, tenders were invited for driving a pilot heading, and the firm which is now holding the contract had tendered among others. There were other Indian firms too who tendered along with this firm. The quotation of this firm was the lowest. As for the other firms, some of them had no experience of tunnel work also. There was one Indian firm which had some little experience of tunnel work, but their rates were perhaps about twice the tender rates of this firm.

Then, it was decided to radically alter the designs of the tunnel. Originally, it was conceived as a single two-lane tunnel. Then, this particular firm which tendered for the pilot heading made the suggestion that it could be converted into a two-tube tunnel, each tube being used for one-way traffic. When this suggestion was accepted, after our own engineers had visited the tunnels in other countries etc., it was decided to negotiate with this firm, because they said that if we were to award the contract to them, they would wait and not proceed with the pilot heading. And time was given for that; and the calculations were made on the basis of the original tender rates. If the contract figure had been worked out on the basis of the quotations from the other firms, then certainly those rates would have been much higher. It was for that reason that it was decided to give the contract to this firm.

Dr. Suresh Chandra : It is not very clear.

Shri V. B. Gandhi : Am I to understand that there are to be two tunnels?

Shri Alagesan : There will be two tubes, each being used for one-way traffic.

Shri V. B. Gandhi : Are Government aware that the rate for pilot heading is bound to be higher than the rate for a bigger tunnel? And if Government have been given the contract at the same rate as that at which the contract for pilot heading was given, then is it not a fact that Government are paying a high rate unnecessarily?

Shri Alagesan : As a result of the previous tenders, it was fairly established that there was no other competent firm to carry out this work. Moreover, if the contract had been given to the other firms, then either this company should have been allowed to go ahead with the original work of the pilot heading, or we should have had to pay compensation to them. And not only that, there was another advantage also in this. It was possible to introduce all-weather transport facilities within a shorter time, for it was found possible to construct the first tube by the end of 1957.

Shri V. B. Gandhi : Why was the first contract limited only to the pilot heading, and why was it not given for the whole job, the pilot heading as well as the tunnel? In that case, several other tenderers would have found it possible to tender at reasonable rates.

Shri Alagesan : The hon. Member's supposition is not quite correct for this reason that we did not know much at that time; it was a new work and such works had not been carried out in India before, and hence we wanted to know the nature of the soil, etc., so, by calling for tenders for a pilot heading, we have not lost.

Dr. Suresh Chandra : May I know why tenders had not been invited in the beginning for this pilot work as well as the other work, and why only one firm has been given the contract by negotiations?

Shri Alagesan : Evidently, the hon. Member has not followed my previous answers. I said, we invited the tenders for the pilot heading, and there were other Indian firms that had tendered, but their rates were considerably higher than the rates of this particular firm to which we have awarded this contract.

DELHI DEVELOPMENT (PROVISIONAL) AUTHORITY

***1112. Shri B. D. Pande :** Will the Minister of **Health** be pleased to state :

(a) whether it is a fact that the Delhi Development (Provisional) Authority has stopped all construction work in Delhi since its inception and it has not yet passed any building plans ; and

(b) if so, whether Government will direct the Development (Provisional) Authority to sanction building plans at once to ease the housing situation?

The Minister of Health (Rajkumari Amrit Kaur): (a) That is not so.

(b) Does not arise. The Authority has already approved a number of lay-out and building plans and is taking expeditious action on the other requests received by it.

Shri B. D. Pande: May I know why permission is being withheld to those persons who want to build houses in Vinaynagar and Hauz Kazi?

Rajkumari Amrit Kaur: A great deal of speculation has been going on in land in the suburban and undeveloped areas of Delhi, and a number of persons who style themselves as colonisers are making huge profits by parcelling out blocks and selling to the public large tracts of agricultural lands without providing any of the basic civic amenities. This manner of parcelling out in very many cases was far from satisfactory, and therefore the Development Authority thought it absolutely necessary that a certain amount of control should be taken and these people not allowed to exploit people any more.

Shri B. D. Pande: May I know whether permission is being withheld from those who conformed to the rules and regulations?

Rajkumari Amrit Kaur: In the case of those who conformed to the rules and regulations, and where a building is coming up in conformity with the future lay-out of Delhi, no permission is being withheld.

Shri D. C. Sharma: May I know how many building plans have been submitted for sanction so far and how many of them have been given sanction? What was the date of submission of the first plan and what was the date of the sanction thereof?

Rajkumari Amrit Kaur: It is impossible for me to give that information at this moment.

Unauthorised Constructions in Delhi

***1113. Shri H. G. Vaishnav:** Will the Minister of **Health** be pleased to state whether it is a fact that more than one thousand houses in Delhi are going to be demolished which have been built before November 1955 and have been declared as unauthorised constructions by the Delhi Development Authority?

The Minister of Health (Rajkumari Amrit Kaur): The Delhi Development (Provisional) Authority has not declared any construction which was put up before the 11th November, 1955, as unauthorised.

Shri H. G. Vaishnav: May I know what is meant by 'unauthorised' whether these buildings have been built without any permission?

Rajkumari Amrit Kaur: Those constructions are unauthorised which deliberately broke the orders after the law was promulgated.

Malaria Control Units in Manipur

***1114. Shri Rishang Keishing:** Will the Minister of **Health** be pleased to state:

(a) the number of Malaria control units sanctioned by the Government of India for the State of Manipur under the National Malaria Control Programme; and

(b) progress made in anti-malaria work in the State?

The Minister of Health (Rajkumari Amrit Kaur): (a) Two.

(b) (*i*) 80,000 houses have been sprayed with D.D.T. during 1955-56 and about 1,40,000 people have been protected from malaria.

(*ii*) The incidence of malaria in the State has been reduced from 65,260 cases in 1953-54 to 55,813 cases in 1954-55.

Shri Rishang Keishing: Is it a fact that only half a unit is functioning at present? If so, what are the difficulties due to which Government have failed to supply the State Government with necessary equipment, and what special attempt has been made to supply it?

Rajkumari Amrit Kaur: For the half unit which was allotted in 1953-54, full supplies of insecticides, transport and spraying equipment have been made. Supplies to the one unit allotted during 1955-56 have not all been yet procured, and we made it clear to Manipur that this allotment would become operative only when the TCM assistance in the shape of transport and equipment became available. Now, that is expected to arrive within the next two months, and we hope that the work will begin straightway.

RECRUITMENT OF FIREMEN

*1115. **Shri Dhusiya:** Will the Minister of **Railways** be pleased to state:

(a) the number of firemen recruited to serve on engines in the Northern and North-Eastern Railways during 1953, 1954 and 1955;

(b) the method of the recruitment; and

(c) the number of Scheduled Castes and Scheduled Tribes persons recruited in those Railways during those years?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (c). A statement is laid on the Table of the House. [*See* Appendix VI, annexure No. 24]

(b) Through Railway Service Commissions.

Shri Dhusiya: The statement shows that the number is less than it should have been. May I know the reasons for recruitment of a lesser number, and what actions have been taken by Government during those years to overcome those reasons?

Shri Shahnawaz Khan: The reason why we could not recruit the full quota was because suitable candidates were not forthcoming. But recently very vigorously steps have been initiated by the Ministry to ensure that the Scheduled Castes and Scheduled Tribes are given their due quota.

Shri Dhusiya: Will the Minister take any special steps to make up the deficiency in recruitment during those years?

The Minister of Railways and Transport (Shri L. B. Shastri): There was a conference of the Chairmen of Railway Service Commissions convened by the Railway Board only on the 11th of March 1956. I was also present in that meeting. The Chairmen of the Commissions have been given instructions to see that suitable steps are taken by them to ensure that the quota for 1956 in favour of the Scheduled Castes and Scheduled Tribes is filled up. They have also been instructed to consider holding a selection exclusively for the Scheduled Castes and Scheduled Tribes to complete the quota for 1955 as early as possible.

Shri Dhusiya: I wanted to know what special steps had been taken to make up the deficiencies in recruitment in 1953 and 1954.

Shri Shahnawaz Khan: Those vacancies have already been filled up. I am afraid it may not be possible to make up those arrears.

Shri Thimmaiah: In the course of the discussion on the Railway Budget, the Minister was kind enough to say that due training will be given to Scheduled Caste candidates, and later on they will be absorbed in the railways. May I know whether the training will also apply to this category of jobs.

Shri L. B. Shastri: Certainly, we will make arrangements for training for this kind of jobs also.

Shri Dhusiya: Very often the Railway Minister says that 'suitable candidates were not available'. May I know what is the definition of 'suitable candidates'? This is a sort of stigma inflicted on the Scheduled Castes and it should not be used.

चान्दा-कोरबा लाइन

*१११३. **सरदार ए० एस० सहगल** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चान्दा-कोरबा लाइन को अभी तक केवल इस कारण से चालू नहीं किया गया है कि उत्पादन मंत्रालय ने अभी तक यह प्रमाणित नहीं किया है कि कोयला निकालने का काम कहां से शुरू किया जाये ;

(ख) क्या यह सच है कि जहां कोरबा स्टेशन बनाया गया है, उस स्थान के नीचे कोयले के निक्षेप हैं; और

(ग) क्या यह भी सच है कि उत्पादन मंत्रालय ने यह सुझाव दिया है कि कोरबा का नया रेलवे स्टेशन वर्तमान स्थान से हटा दिया जाये ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन): (क) जी नहीं ।

(ख) तथा (ग). जी हां ।

सरदार ए० एस० सहगल: क्या मैं जान सकता हूं कि यह चान्दा-कोरबा लाइन को चालू करने के लिये कोई दिन या महीना निश्चित किया गया है, यदि किया गया है, तो कौन सा ?

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : सारा काम जो है वह अप्रैल के आखिर तक खत्म होगा और उसके बाद ही इस लाइन को खोलने के लिये कोई दिन या महीना निश्चित किया जा सकता है ।

JUTE EXPERT COMMITTEE

*1119. **Shri L. N. Mishra** : Will the Minister of **Food and Agriculture** be pleased to state :

(a) the steps taken so far to implement the recommendations of the Jute Expert Committee to improve quality of jute ;

(b) whether the jute growing States have submitted any report showing the progress made during the year 1955-56 to improve the quality of jute ; and

(c) if so, the main items of those reports ?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa) : (a) to (c). The information has been called for from the Jute growing States and will be placed on the Table of the Lok Sabha when received.

Shri L. N. Mishra : May I know whether any special grants have been given by the Government to the various jute-growing States? If so, what are the figures for West Bengal, Bihar and Assam?

Shri M. V. Krishnappa : Yes. The figures are as follows :—

Retting Tanks : Grants sanctioned :

	UP	West Bengal	
	Rs.	Rs.	
1954-55	15,000	2,25,000	
1955-56	37,500	2,25,000	
	Assam	Bihar	Orissa
	Rs.	Rs.	Rs.
1954-55	18,000	1,25,000	43,500
1955-56	25,000	1,25,000	68,300

Seed Drills and Wheelhoes : Grants sanctioned :

1954-55—Rs. 1,45,000 for all States.

Seed Multiplication Farms : Loans sanctioned :

1955-56 — Bihar Rs. 1,58,547
W. Bengal Rs. 95.150.

Shri L. N. Mishra : One of the main recommendations of the Jute Expert Committee was the provision of retting tanks and seed multiplication farms. Have Government any figures showing the retting tanks and farms provided in the Jute-growing States?

Shri M. V. Krishnappa : After sending the reply, I got only this morning a report from some of the States. I am placing it on the Table of the House. [*See* Appendix VI, annexure No. 25.]

बिकानेर के लिये विमान सेवा

*११२०. **श्री पि० एल० बारूपाल** : क्या **संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली और बीकानेर के बीच विमान-सेवा दोबारा चालू करने के बारे में कोई अभ्यावेदन प्राप्त हुआ है ; और

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर) : (क) तथा (ख) दिल्ली और बीकानेर के बीच विमान-सेवा चालू करने के लिये कुछ अभ्यावेदन प्राप्त हुए थे । बीकानेर में यातायात कम होने के कारण भारतीय विमान-वाहिनी निगम के लिये यह सम्भव नहीं हो सका कि सेवा को फिर से चालू किया जाये । फिर भी इस पर पुन: विचार किय जा रहा है ।

श्री पी० एल० बारूपाल : क्या यह सही है कि वहां जो कार्यालय खोला गया था अधिकारियों की तरफ से, उसके बारे में न कोई प्रचार किया गया था कि विमान सेवा चाल है और न ही कोई साइन बोर्ड इत्यादि लगाये गये थे ?

श्री राज बहादुर : आवश्यक प्रचार किया गया था किन्तु यात्रियों की संख्या बहुत कम थी । इस वास्ते इस सर्विस को चालू रखना असम्भव हो गया था ।

श्री पी० एल० बारूपाल : क्या अब इस पर पुन: विचार किया जा रहा है ?

श्री राज बहादुर : जी हां ।

SHORT NOTICE QUESTIONS AND ANSWERS

SITUATION IN NAGA HILLS

S. N. Q. No. 7. Shri Kamath : Will the **Prime Minister** be pleased to state :

(a) whether it is a fact that the Army has assumed responsibility for operations in the Naga Hills district of Assam ; and

(b) If so, the reason therefor?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) : Sir, in addition to this short notice question, I believe there are two notices under Rule 216 dealing with the same subject. If you will permit me I shall deal with the matter comprehensively.

For the last three months or so, certain areas in Naga Hills District had been disturbed by violent activities of armed gangs of Nagas under the inspiration of the Naga National Council. When the last war ended, large dumps of arms and ammunition were left behind in this area. Some of these fell into the hands of certain gangs who are now using them to threaten the peaceful inhabitants of that area. In January this year these terrorists killed one of their own leaders of the Naga National Council who advised them against violence. Since then they have also killed about a dozen peaceful gaonburas and village elders who did not support this violent movement. On account of bad terrain and lack of communications in the Naga Hills District, the Civil Armed Forces found it difficult to cope with these armed gangs. The Assam Government, therefore, found it necessary to call in the Army in aid of the Civil power. The Army will confine itself to combing operations and rounding up the violent gangs. In order to take prompt and effective action, all the Civil armed forces, including the Assam Police and Assam Rifles in this area, will be placed under the Force Commander. The Civil authority however will continue to exercise their normal responsibility for running the administration.

It is not a fact that Kohima and Imphal now stand cut off from the outside world. On the 23rd March, 1956, communications on the Dimapur-Kohima-Imphal road were damaged and disrupted by the cutting of some telegraph lines but these were restored the next day. A number of abortive attacks were made on police post by the hostiles. These were repulsed. There is no evidence in our possession to indicate that the hostile Nagas are receiving arms from outside. Most of the arms and ammunition recovered from the hostiles are of the World War II type.

The hostile armed gangs have killed eight village leaders dobashis (interpreters) and gaonburas and have kidnapped ten others. It is estimated that they possess 500 serviceable rifles and 6 light machine guns.

The total number of arrests and convictions in the Naga Hills District from the start of the operation some time in the last week of January 1956

to the 20th March, 1956, are 314 and 100 respectively. The number of casualties among the hostile gangs is 16 killed and some wounded. 81 weapons and 2463 ammunition of various types have been recovered from them.

The Army has been directed to show due consideration to the customs and manners of the people and not to interfere with their normal life. Its main purpose is to protect and help the Naga people, who are fellow countrymen of ours, from certain misguided elements who have taken to violence.

Mr. Speaker: In view of the short notice question of Shri Kamath, I did not allow the notices under Rule 216, but I have included the names of those members who have given notice under Rule 216 among the questioners and will allow them an opportunity to put supplementary questions.

Shri Kamath: Is it a fact that a high-level conference consisting of representatives of the Central Government, the State Government and the military authorities was held recently in Shillong and they decided upon the co-ordination of operations against these rebels in tthe Naga district and in NEFA and, if so, are the disturbances confined only to the Naga Hills district or have they enveloped the NEFA region as well?

Shri Jawaharlal Nehru: There are frequent conferences held there locally between the Assam Police, the Assam Rifles and the Assam Government. By high-level conference, I suppose, the hon. Member refers to somebody from Delhi going there.

Shri Kamath: Yes.

Shri Jawaharlal Nehru: Yes. One or two of our men went there a little time back. As for the operations there, so far as I know, they are confined naturally at present to a certain part of the Naga Hills district—not to the area. But, the Commander who is called the Forces Commander, is given authority, should necessity arise, to function across the border in the Tuensang division also.

Shri Kamath: Has any part of this region passed under martial law, or has the Army been only called to the aid of the civil power so far?

Shri Jawaharlal Nehru: There is no declaration of martial law at all, as I said just now. The civil authority prevails and functions normally. Of course, the normal functioning of the civil authority is much impeded when there are this kind of operations; that is a different matter. But, there is no martial law and the Army or the Police are merely supposed to deal with hostiles, round them up and arrest them, if possible, and prevent their doing any damage.

Shri Kamath: Some days ago, the Prime Minister, in this House listed various welfare measures—social and economic measures—that Government had undertaken in this area. Do these operations of the Army mean a confession of failure on the part of Government to win over the people in that area by social and economic measures?

Shri Jawaharlal Nehru: That is a question of estimate of the situation, to assess a complicated situation. The hon. Member probably knows that the people are giving trouble under the instigation of the Naga National Council. They have done so for the last 6 or 7 years. It is a relatively small body but sometimes by its methods—threats and otherwise—it exercises a lot of influence. In fact, they have refused to co-operate right from the beginning with measures like community project schemes and the rest because they have not wanted these measures to succeed. The other Nagas have co-operated and, therefore, as a matter of fact, we have some success.

Shri Kamath: What, according to the information of Government, is their strength—of Phizo's rebel forces

—and has he enlisted the sympathy, if not the material support, of any outside power or foreign power?

Shri Jawaharlal Nehru: We have no knowledge of it, although we know that in certain places propaganda is being done in regard to this particular area.

Shri Kamath: Any information about the strength of the rebel forces?

Shri Jawaharlal Nehru: I think it was given in the statement; I imagine that it is about 1,600. It is not an Army that is brought out, but, I believe that they are a thousand to fifteen hundred. That is our estimate. Our estimate is about 1,500. Of course this does not include—I can hardly give a figure—of those who sympathise with them.

Shri Rishang Keishing: Do Government consider the happenings in the Naga Hills as a mere breach of law and order or do Government consider it as a political movement as the Naga National Council calls it? If it is conceded to be a political movement, may I know how Government is trying to settle the problem?

Shri Jawaharlal Nehru: There is undoubtedly something obviously more than a breach of law and order by just odd individuals. It is a group breach and where there is a group breach for political purposes, they may call it a political movement for those purposes. During the last 8 years—I think 7 years or more—I have had occasion to meet the leaders of this Naga National Council. On several occasions, others too like the Chief Minister of Assam and the Governor of Assam have met them repeatedly, and made every effort to point out to them that they have in fact under the Constitution a large measure of autonomy. As the hon. Member knows, there are autonomous district councils which are functioning in other districts but not in Naga Hills. In addition to that, it is always possible to consider this problem afresh after experience gained, but it is impossible to discuss these matters when the demand made is for separation from India and independence.

Shri K. K. Basu: Has the Government ascertained the reason for the fact that the movement is only restricted to the Naga Hills District of the Assam State and not to other parts of this tribal area and whether it has got anything to do with the alleged unsympathetic attitude of the Assam Government to the problems of this tribal area? If that is so, will the Government of India tackle the question of its own merely with the the Naga people?

Shri Jawaharlal Nehru: I think the hon. Member is mixing up different things entirely. This particular movement might be said to apply to a certain section of the Nagas in a certain area. Some time back there was some little trouble in the Tuensang Division of the NEFA which adjoins the Naga Hills District. That trouble ended. And now the trouble is in the Naga Hills District adjoining the Tuensang Division. In the other matter there was a demand by some sections of the tribal people there for a separate hill State, which is a different thing entirely, and it has nothing to do with this.

Shri Rishang Keishing: May I know whether Government will consider the urgent necessity of issuing an appeal to the Naga underground leaders and others to surrender, and also the question of offering a sort of general amnesty to these Naga underground people so that further bloodshed may be avoided and peace may be restored in the Naga Hills as soon as possible?

Shri Jawaharlal Nehru: There is no question of Government pursuing these misguided people of being vindictive. We have no desire to be so. It is very wise for them to surrender. I cannot offhand say about some cases where there have been rather barbarous murders, more particularly about the case in which they killed one of their own comrades who refused to

join them in violence—and he was a noted personality. I cannot offhand say what our attitude will be to persons guilty of such a murder. Apart from such individual and clear cases, there is no desire to pursue them in any way or to punish them. They are a very fine and rather simple people, and speaking for myself, I have a very great liking for them and a great feeling of sympathy for them.

Dr. Rama Rao: Is it a fact that some leaders of the Naga Council requested for an interview with the hon. Prime Minister? In view of the sentiments just now expressed and in view of the possibility of their understanding the Prime Minister's views and coming to an agreement or influencing the misguided elements there, why should not the Prime Minister kindly see them and await the results?

Shri Jawaharlal Nehru: As I just mentioned, I have seen bigger leaders than these several times. I regret to say that every time I saw them, that meeting with me was exploited entirely for wrong purposes there and it was made out there as if they bypassed the Governor and the Assam Government and come to me and that apparently the Assam Government and the Governor of Assam could be ignored completely. This is the kind of propaganda that was done.

Then again, on two occasions, I think, the Chief Minister of Assam, saw Mr. Phizo, the leader of the Naga National Council. On both occasions, Mr. Phizo gave definite assurances about peaceful methods, about various things, and he broke them. And what is more even as he was giving the assurance, he was working in a different way. I am sorry to say it was a bad business—this kind of intrigue double-faced business—and when all this has been happening, open violence, we made it quite clear that we will not deal with anybody except on the basis of two things being done: one was violence being given up; the other was that we would not entertain any demand for independence, that is, separation from India. These two things were made perfectly clear. Otherwise, we will not talk to them. As a matter of fact, these three gentlemen who are here have not seen me—I did not see them, it is perfectly true because I had stated long ago that I will only see them on these conditions—but my colleague the Home Minister saw them; others have seen them here. They can go and see the people in my Ministry. After all, the Prime Minister has no time to see everybody; he has no time for that.

Shri Kamath: The Prime Minister yesterday told the House that in the past, on two or three occasions, he had granted interview to Phizo before trouble broke out in that area of Assam-Naga Hills District. On those occasions, was any suggestion made by the Prime Minister to Phizo that the proposal for constituting the Naga Hills District into an autonomous State within the Indian Union might be considered but not the demand for independence from the Indian Union?

Shri Jawaharlal Nehru: No, Sir. No such proposal was made.

Scheme for Regional Committees in Punjab

S. N. Q. No. 8. Giani G. S. Musafir: Will the Minister of **Home Affairs** be pleased to lay a copy of the Punjab Regional Scheme on the Table of the House.

गृह-कार्य मंत्री (पंडित गो० ब० पन्त): मैं स्कीम की एक प्रतिलिपि सभा के टेबल पर रखता हूं [देखिये परिशिष्ट ६, अनुबन्ध सं० २६]

WRITTEN ANSWERS TO QUESTIONS

Railway Rolling Stock

***1086. Shri Bhagwat Jha Azad:** Will the Minister of **Railways** be pleased to state:

(a) the number of Broad Gauge and Metre Gauge locomotives, wagons and coaches received so far under the Indo-American Technical Co-operation Programme;

(b) the dates when received ;

(c) the countries from which received ; and

(d) when the balance is expected to be received?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (d). A statement is placed on the Table of Lok Sabha. [*See* Appendix VI, annexure No. 27.]

RURAL CREDIT SURVEY PILOT SCHEMES

***1092. Shri Gadilingana Gowd:** Will the Minister of **Food and Agriculture** be pleased to state :

(a) whether it is a fact that Pilot Schemes under Rural Credit Survey are to be started shortly in selected areas of Andhra State ;

(b) if so, the date when these schemes will be inaugurated ; and

(c) the number of societies and the Taluks where the Pilot Scheme is to be introduced?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) No date has yet been fixed by the State Government for the inauguration of these Schemes.

(c) Eighty-nine societies in seven Taluks.

GHEE INDUSTRY

***1096. Shri B. S. Murthy:** Will the Minister of **Food and Agriculture** be pleased to state :

(a) the steps to be taken and the money allotted for improving the Ghee Industry during the Second Five-Year Plan ; and

(b) whether any survey has been made about the present conditions of the Industry ?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Schemes for increasing ghee production are an integral part of the Dairy Development Projects contemplated in the Second Five Year Plan. These include setting up of 12 Co-operative Rural Creameries and 7 Milk Powder Factories at an estimated cost of about Rs. 2 crores. These Projects when fully developed are expected to increase the production of Ghee by about 60,000 maunds annually.

(b) Yes. The report of this Survey is expected to be published shortly.

RAILWAY PERSONNEL OFFICERS

***1097. Shri Nambiar:** Will the Minister of **Railways** be pleased to state.

(a) whether the introduction of the system of Personnel Officers in Railway Departments has contributed towards better relations with labour ;

(b) whether the Personnel Officers are instructed to grant interviews to employees on their request ;

(c) whether periodical transfers of Personnel Officers are done to improve relations with labour; and

(d) if so, whether the recent transfer of Personnel Officers to Golden Rock shops (Southern Railway) was done with this object in view?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) It is not possible to isolate the effect of one factor out of several in assessing the present situation.

(b) Yes.

(c) The transfers of Personnel Officers are made as and when necessary taking exigencies of service and other relevant factors into consideration.

(d) No.

SCHOOL FOR RAILWAY EMPLOYEES' CHILDREN

***1098. { Thakur Jugal Kishore Sinha : / Shri Asthana : / Babu Ramnarayan Singh :**

Will the Minister of **Railways** be pleased to state :

(a) whether for want of allotment of any plot of land by the Railway authorities in the Railway Colony at Barkakana Eastern Railway for the construction of school building, the State Government and the District Board are taking no proper steps for running the primary school for the children of the employees of the Railways; and

(b) if so, the steps being taken to afford educational facilities to the children of the railway employees?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). There is already a Primary School functioning for many years now. Necessary land for the school was leased out for the purpose by the Railway on a nominal rent.

RAILWAY INSTITUTES AND SCHOOLS

*1099. **Shri Wodeyar:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway Board has directed that selected Gandhian Publications should be kept in the libraries attached to the Railway institutes, Railway schools and station bookstalls throughout the country; and

(b) if so, the steps which different Railways have taken towards ensuring the display and sale of Gandhian literature in the said places?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 28.]

पशुओं की बीमारियां और संक्रामक रोग

*११०२. **श्री अमर सिंह डामर :** क्या **खाद्य और कृषि मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के पास कोई ऐसा दीर्घकालीन कार्यक्रम है जिसके अधीन पशुओं की बीमारियों की रोकथाम के बारे में पशु चिकित्सा गवेषणा संस्थाओं द्वारा प्राप्त परिणामों को देश भर में सफलतापूर्वक पहुंचाया जा सके;

(ख) सीरम और पशुओं की बीमारियों की रोकथाम करने वाले टीकों में भारत किस सीमा तक स्वावलम्बी है; और

(ग) वह किस सीमा तक दूसरे देशों पर निर्भर है ?

खाद्य और कृषि मंत्री (श्री ए० पी० जैन) (क) जी हां।

(ख) पशुओं की बीमारियों को रोकने वाले सीरम और टीके की दवाई में भारत पूरा स्वावलम्बी है।

(ग) प्रश्न नहीं उठता।

CIVIL AVIATION DEPARTMENT CLASS IV EMPLOYEES

*1104. **Shri B. Y. Reddy:** Will the Minister of **Communications** be pleased to state:

(a) whether it is fact that even technically qualified Class IV staff of the Civil Aviation Department are not being promoted to posts in Class III which was being done before the issue of Home Ministry's order banning promotion from Class IV to III; and

(b) whether there is any proposal to exempt them?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) A Statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure 29]

(b) No, Sir.

PUSHKAR PILGRIMS

*1108. **Shri U. M. Trivedi:** Will the Minister of **Railways** be pleased to state:

(a) the number of pilgrims that went to Ajmer for pilgrimage to Pushkar during the last Solar eclipse;

(b) whether Government made any arrangement to run any special trains;

(c) if so, how many and when; and

(d) whether any concessions were allowed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The statistics of passengers who went to Ajmer for pilgrimage to Pushkar during the last Solar eclipse are not separately maintained. As the Solar eclipse occurrd on 14-12-55, the total number of passengers who detrained at Ajmer on the 13th, 14th and 15th December, 1955, was 3,381, 2,249 and 2,305 respectively as against the daily average of 1,850.

(b) No.

(c) Does not arise.

(d) No.

ACCIDENTS IN VICTORIA COLLIERY

***1109. Shrimati Renu Chakravartty:** Will the Minister of **Labour** be pleased to state :

(a) whether it is a fact that three roof-fall accidents have occurred in the Victoria Colliery, Lalbazar, Asansol within a period of 10 days in February, 1956; and

(b) if so, the results of enquiry held, if any.

The Minister of Labour (Shri Khandubhai Desai): (a) Yes.

(b) The accidents have been classified as 'misadventure'.

CIVIL AVIATION DEPARTMENT

***1117. Shri T. B. Vittal Rao:** Will the Minister of **Communications** be pleased to state :

(a) whether it is a fact that junior clerks of Civil Aviation Department are paid only Rs. 10 as Cash Allowance for handling cash whereas their counterparts in the Indian Meteorological Department are being paid Rs. 20 for the responsibility; and

(b) if so, whether Government propose to remove this disparity?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) and (b). Differences in rates of Cash Allowance do exist at present and the whole matter is being investigated and, if necessary, suitable orders will be issued.

MAIL MOTOR SERVICE

***1118. Chaudhuri Muhammed Shaffee:** Will the Minister of **Communications** be pleased to state :

(a) whether it is a fact that Departmental Mail Motor Service has been handed over to private contractors since 1952 in some places in India;

(b) if so, the reasons therefor;

(c) the names of the places and the terms of the agreement;

(d) the number of times the contractors failed to reach the Mails in time at the aerodromes and railway stations; and

(e) the action taken by Government in the matter?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Yes.

(b) In the interest of economy.

(c) Jaipur, Simla and Amritsar. A copy of standard agreement form utilised for private contractors is placed on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 30]

(d) On one occasion on 22-11-55 at Jaipur.

(e) The driver of the mail motor was replaced by the contractor.

कृषि फार्म

*११२१. श्री आर० एन० सिंह : क्या खाद्य और कृषि मंत्री यह बताने की कृपा करेंगे कि १९५५-५६ में केन्द्रीय सरकार के कृषि फार्मों में प्रति एकड़ उपज कितनी हुई ?

खाद्य और कृषि मंत्री (श्री ए० पी० जैन) : जम्मू और भोपाल के केन्द्रीय मेकनाईज्ड (Mechanised) फार्मों में १९५५-५६ में जो प्रमुख फसल उगायी तथा काटी गई उनकी प्रति एकड़ उपज निम्न प्रकार थी :

केन्द्रीय मेकनाईज ड फार्म, जम्मू :

गेहूं	९·७२ मन प्रति एकड़
चने	९·०८ मन प्रति एकड़
जौ	८·६७ मन प्रति एकड़
धान	१३·२ मन प्रति एकड़

केन्द्रीय मेकनाईजड फार्म, भोपाल :

गेहूं	३·३४ मन प्रति एकड़
चने	१·९९ मन प्रति एकड़
धान	२·९२ मन प्रति एकड़

CONSTRUCTION OF SAKRI-HASANPUR LINE

***1122. Shri Anirudha Sinha :** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that in connection with the Railway Development Programme under the Second Five Year Plan the Government of Bihar with the approval of the Council of Ministers had recommended the construction of Sakri—Hasanpur Railway line in North Bihar; and

(b) if so, the reasons why the same has not been included in the list of lines for construction in North Bihar during the Second Plan period?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) Yes Sir.

(b) Decision on this project has yet to be taken.

VISCOUNT AIRCRAFT

***1123. Shri V. P. Nayar :** Will the Minister of **Communications** be pleased to state the steps, if any, being taken by the Indian Airlines Corporation to train the necessary personnel for handling the Viscount aircraft which are being purchased by the Corporation?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : The Indian Airlines Corporation propose to give training to 20 Pilots, 20 Radio Officers and 23 Engineering Personnel in the workshops of the manufacturers of the aircraft and of the engines.

BOOK STALLS AT RAILWAY STATIONS

***1124. Shrimati Kamlendu Mati Shah :** Will the Minister of **Railways** be pleased to state the steps taken to ensure that the book vendors on various stations have got suitable material for sale which would be beneficial to the readers?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) : A statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 31]

PLANE CRASH

***1125. Shri D. C. Sharma :** Will the Minister of **Communications** be pleased to state :

(a) whether an I.A.C. Plane crashed at Tezpur on the 21st March, 1956 ; and

(b) if so, the causes of the accident?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : (a) Yes Sir.

(b) The cause of the accident is under investigation.

गांव के डाक घर

***११२६. { श्री भक्त दर्शन : / श्री लक्ष्मय्या :**

क्या **संचार** मंत्री ६ सितम्बर, १९५५ को पूछे गये तारांकित प्रश्न संख्या १६०४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) देहातों में डाक की सुविधाओं के लिये नये डाकघर खोलने की शर्तों में ढील देने के प्रश्न पर क्या कोई अन्तिम निर्णय किया गया है; और

(ख) यदि हां, तो वह निर्णय क्या है ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर) : (क) जी नहीं ।

(ख) यह प्रश्न नहीं उठता ।

RAILWAY TRAFFIC

***1127. Shri Bibhuti Mishra:** Will the Minister of **Railways** be pleased to state :

(a) whether Government have formulated since December 1955 any new transportation plans to transport goods and passengers which usually increase between November to June in each year ; and

(b) if so, what are they?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 32]

DIESEL RAIL CARS

***1128. Shri Krishnacharya Joshi:** Will the Minister of **Railways** be pleased to state :

(a) how many more Diesel Rail cars have been introduced to reduce the over-crowding during 1955 ; and

(b) how many shuttle trains over short distances have been increased during the same period?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) 12 new metre gauge diesel rail cars on the Southern Railway.

(b) 68 shuttle trains.

R.C.C. DEPOT, GOLDEN ROCK

***1129. Shri Nambiar:** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that the workmen of the R.C.C. Depot (Engineering) at Golden Rock (Southern Railway) work for 48 hours a week while all other Railway workshops and Factories in Golden Rock work only 47 hours a week ; and

(b) the steps taken to reduce the working hours to 47 in this factory as in the case of others?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) It is not proposed to reduce the working hours.

OBSTRUCTION ON RAILWAY TRACK

***1130. Shri S. C. Samanta:** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that a boulder was found placed on the Railway track between Gangajhiri and Gondia Stations in the South-Eastern Railway towards the end of January last ;

(b) if so, name of the person who detected it and the manner in which the accident was averted ;

(c) whether any enquiry has been made ; and

(d) if so, the results thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) On 30th January, 1956, stones and ballast were found placed on the track at miles 627/16-17 between Gondia and Gangajhiri stations.

(b) The Driver of 409 Down Parcel Express train, while running over the spot, felt a heavy jerk and immediately brought his train to a stop.

(c) The Government Railway Police, Gondia have registered a case under section 126 of the Indian Government Railways' Act.

(d) They have not been able to trace the culprit so far.

कृषि सम्बन्धी विकास

*११३१. { **श्री अमर सिंह डामर** :
मुल्ला अब्दुल्ला भाई : }

क्या **खाद्य और कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में कृषि सम्बन्धी विकास प्रशिक्षण योजनाओं के लिये फोर्ड फाउण्डेशन से अब तक कितनी सहायता प्राप्त हुई है या भविष्य में प्राप्त होने की आशा है;

(ख) योजनाओं के ब्यौरे क्या हैं और वे किस प्रकार का ित्वित की जायेंगी ;

(ग) क्या इन योजनाओं का सारा व्यय फोर्ड फाउण्डेशन द्वारा किया जायेगा; और

(घ) इन योजनाओं को लागू करने के लिये किन-किन स्थानों पर काम शुरू किया गया है या शुरू करने का विचार है ?

खाद्य और कृषि मंत्री (श्री ए० पी० जैन) : (क) से (घ) : जानकारी का एक विवरण सभा की टेबिल पर रख दिया गया है [**देखिये पार।शष्ट ६, अनुबन्ध सं ३३**]

UNIFORM FOR CIVIL AVIATION DEPARTMENT EMPLOYEES

***1132. Shri B. Y. Reddy :** Will the Minister of **Communications** be pleased to state :

(a) Whether it is a fact that proposal to revise the scale of uniform for the staff of the Civil Aviation Department has been pending for a long time ; and

(b) if so, when a decision is likely to be arrived at?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : (a) and (b). The question of revision of the scales of uniforms for the Civil Aviation staff has been under examination for some time and decision is expected to be taken shortly.

INDIGENOUS SYSTEMS OF MEDICINE

***1133. Shri Gadilingana Gowd :** Will the Minister of **Health** be pleased to state :

(a) whether Mysore Government have submitted a scheme for the development of Indigenous systems of medicine in the State;

(b) if so, the estimated cost of the scheme ; and

(c) whether the Union Government have approved the scheme?

The Minister of Health (Rajkumari Amrit Kaur) : (a) The Government of Mysore have not submitted any scheme for financial assistance for the development of the indigenous systems of medicine.

(b) and (c) Do not arise.

OVERTIME ALLOWANCE TO POSTMEN

***1134. Dr. Rama Rao :** Will the Minister of **Communications** be pleased to state :

(a) whether the postmen in the post offices get an allowance of rupee one for work on every postal holiday other than Sunday ;

(b) whether the Village Postmen do not get such allowance but are required to work on postal holidays ; and

(c) whether Government propose to remove this disparity early?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : (a) Yes.

(b) They do not.

(c) The question is under examination.

DOUBLING OF RAILWAY LINE

***1135. Sardar Iqbal Singh:** Will the Minister of **Railways** be pleased to state :

(a) whether the proposal for the doubling of the railway line between Ambala and Delhi *via* Karnal has been fully examined ; and

(b) if so, the findings thereof?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes, Sir.

(b) Adequate capacity is available on the section and the doubling of the section will not be justified for many years yet.

AGRICULTURAL COLLEGES

***1137. Shri R. K. Gupta :** Will the Minister of **Food and Agriculture** be pleased to state :

(a) whether any final decision has been taken in regard to the location of four new agricultural colleges that

are proposed to be established during the Second Five Year Plan : and

(b) if so, details thereof?

The Minister of Food and Agriculture (Shri A. P. Jain) : (a) Yes.

(b) A statement giving the required information is placed on the Table of the Lok Sabha. [*See* Appendix VI, annexure No. 34]

COMMITTEE ON PREVENTION OF CATTLE SLAUGHTER

***1138. Shri U. M. Trivedi :** Will the Minister of **Food and Agriculture** be pleased to state :

(a) whether any report has been submitted by the Chairman, Expert Committee on Prevention of Slaughter of Cattle; and

(b) if so, the action taken by Government thereon?

The Minister of Food and Agriculture (Shri A. P. Jain) : (a) Yes.

(b) The report is under the consideration of Government.

RAILWAY WAGONS

***1139. Shri Dhusiya :** Will the Minister of **Railways** be pleased to state :

(a) the number of derailed wagons that have been cut into pieces and thrown into the River Rapti to clear the lines (due to accident which took place recently) on the North-Eastern Railway;

(b) the contents of those wagons ;

(c) the value of those articles ;

(d) what was that article or machine which collided against the bridge there ; and

(e) who were the carriage officials who examined and loaded the machine?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) : (a) Five wagons, which had been badly telescoped and which were entangled with members of the bridge girder had to be cut up and thrown over the bridge on to the dry bed of the river in order to clear the bridge quickly for traffic.

(b) and (c). A statement is placed on Table of the Lok Sabha. [*See* Appendix VI, annexure No. 35]

(d) An earth moving machine.

(e) Goods Supervisor, Charbagh, Lucknow and Train Examiner, Lucknow.

COACH BUILDING FACTORY

***1140. Shri T. B. Vittal Rao :** Will the Minister of **Railways** be pleased to state :

(a) whether there is any proposal to construct a metre-gauge coach building factory ;

(b) if so, at what state is the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes.

(b) The proposal is under examination.

TOBACCO EXTENSION SERVICE SCHEME

***1141. Shri B. S. Murthy :** Will the Minister of **Food and Agriculture** be pleased to state :

(a) whether any Tobacco Extension Service Scheme has been sanctioned in Andhra State ;

(b) if so, the salient features of the scheme ; and

(c) the amount sanctioned by the Centre for the same?

The Minister of Food and Agriculture (Shri A. P. Jain) : (a) Yes.

(b) The Scheme provides for imparting practical knowledge to the tobacco grower in scientific methods of cultivation, harvesting, curing, handling and grading of tobacco.

(c) Rs. 1,47,646 for the years 1955-56 and 1956-57.

U.N.I.C.E.F.

*1142. **Shri R. N. Singh:** Will the Minister of **Health** be pleased to state:

(a) the total assistance to be received from U.N.I.C.E.F. during the current year for maternity and child welfare programme;

(b) how the amount is to be utilised; and

(c) how the amount is to be distributed between the various State Governments?

The Minister of Health (Rajkumari Amrit Kaur): (a) to (c): A statement containing the information asked for is laid on the Table of the Lok Sabha. [*See* Appendix VII, annexure No. 36]

Late Running of Trains on the Western Railway

*1144. **Shri Dabhi:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that for the last fortnight or so practically all metre-gauge trains on the Western Railway are running late by hours as a result whereof passengers are put to great hardships and inconvenience and vegetable vendors, milkmen etc. are suffering financial loss; and

(b) if so, what immediate steps Government propose to take to relieve the situation?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, on the Ahmedabad-Kalol section due to the doubling of the line. No complaint has been received about any financial loss to vegetable vendors and milkmen.

(b) A team of special officers has been posted at the site of the works to take immediate appropriate action on the spot to effect improvement. The position is steadily improving.

प्रादेशिक पर्यटक मंत्रणा समिति

*११४५. **श्री भक्त दर्शन :** क्या **परिवहन** मंत्री ८ दिसम्बर, १९५५ को पूछे गये तारांकित प्रश्न संख्या ६३८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या प्रादेशिक पर्यटक मंत्रणा समितियों के पुनर्गठन के प्रश्न के बारे में, जो विचाराधीन था, कोई अन्तिम निर्णय किया गया है; और

(ख) यदि हां, तो क्या प्रत्येक समिति के नये पदाधिकारियों और सदस्यों के नामों का विवरण सभा पटल पर रखा जायेगा ?

रेलवे तथा परिवहन मंत्री के सभा सचिव (श्री शाहनवाज खां) : (क) जी नहीं,

(ख) सवाल ही पैदा नहीं होता ।

Leprosy

*1146. **Shri S. C. Samanta:** Will the Minister of **Health** be pleased to state .

(a) the extent to which the leprosy menace in India has been dealt with during the First Five Year Plan;

(b) whether the menace in general can be ended according to World Health Organisation;

(c) if so, whether any new medicine has been manufactured for it;

(d) whether it is also a fact that a woman suffering from leprosy can give birth to a perfectly healthy child; and

(e) whether compulsory isolation or segregation has been recommended by the World Health Organisation Experts Committee on Leprosy?

The Minister of Health (Rajkumari Amrit Kaur): (a) 40 Leprosy Control Centres have been sanctioned to 16 States under the Leprosy Control Scheme in the First Five Year Plan, out of which 22 centres have started functioning. These 22 centres cover a population of about 9 lakhs, out of which about 2 lakhs have been examined and over 1,000 patients have been registered for treatment.

(b) The disease can be brought under control and ultimately eradicated by means of a co-ordinated anti-leprosy campaign.

(c) The sulphone group of drugs is very effective in the treatment of leprosy. Some new drugs, other

than sulphones, are also now available, but these serve the purpose of adjuvant and alternative drugs.

(d) Yes.

(e) No.

घानी का तेल

*११४७. **श्री अमर सिंह डामर** : क्या खाद्य और कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि घानी के तेल-उत्पादन में निरन्तर कमी हो रही है ;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) क्या घानी के तेल-उद्योग को कोई आर्थिक सहायता दी गई है या दिये जाने का विचार है ?

खाद्य और कृषि मंत्री (श्री ए० पी० जैन) : (क) तथा (ग) सभा की टेबिल पर एक विवरण रख दिया गया है। [देखिये परिशिष्ट ६, अनुबन्ध सं० ३७]

Charge-Allowance to Non-Gazetted Staff

*1148. **Shri B. Y. Reddy** : Will the Minister of **Communications** be pleased to state whether there is any proposal to give charge-allowance to non-gazetted staff holding charge of communication stations and aerodromes?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : Government is examining the question of granting an allowance to the non-gazetted staff of the Civil Aviation Department who hold charge of Aerodromes. No such proposal in respect of the non-gazetted staff holding charge of communication stations is under consideration.

Indo-U.S. Technical Co-operation

*1149. **Sardar Iqbal Singh** :
Shri R. K. Gupta :

Will the Minister of **Communications** be pleased to refer to the reply given to Starred Question No. 522 on the 5th December, 1955 and state the names of aerodromes to be developed under the Indo-U.S. Technical Co-operation Programme?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : I lay on the Table of the Lok Sabha a statement giving the requisite information. [*See* Appendix VI, annexure No. 38]

Demurrage Charges

638. **Thakur Jugal Kishore Sinha** : Will the Minister of **Railways** be pleased to state :

(a) the authorities and conditions for remitting the demurrage charge ; and

(b) whether such remission is in the sole discretion of the officer concerned or there are orders or rules for the guidance of the remitting authorities?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). The powers in respect of remission of demurrage charges have been delegated to the authorities named below upto the extents shown against each :

Authority	Extent of delegation up to Rs. (in each case)
General Manager . .	Full
Heads of Departments . .	5,000
Dy. Heads of the Departments, Regional and Divisional Superintendents.	2,000
Senior Scale Officers . .	250
Assistant Officers . . .	Nil.

While no specific conditions and/or rules as such have been prescribed for remission of demurrage charges, such remission is sanctioned at the discretion of the officers as empowered above in exceptionally genuine cases either partially or wholly in the circumstances, amongst others, shown in the attached statement depending upon the merits of each individual case. [*See* Appendix VI, annexure No. 39]

OPENING OF FLAG STATIONS

639. Thakur Jugal Kishore Sinha: Will the Minister of **Railways** be pleased to state :

(a) the names of the places between Darbhanga and Bairagnia and between Muzaffarpur and Hajipur on N. E. Railway for which representations were received by the authorities for opening of flag stations from 1954 to 1955 ; and

(b) the reasons in each case for not opening the flag stations?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Representations were received in 1954 and 1955 for opening flag stations between Darbhanga and Bairagnia and between Muzaffarpur and Hajipur stations as under :—

Between Darbhanga and Bairagnia stations :

(i) Riga and Dhang stations.

(ii) Bajpatti and Sitamarhi stations.

(iii) Bajpatti and Janakpur Road stations.

(iv) Jogiara and Kamtaul stations.

(v) Muhammadpur and Darbhanga stations.

Between Muzaffarpur and Hajipur stations :

(i) Sarai and Bhagwanpur stations.

The question of opening flag stations between the above-mentioned pairs of stations was examined but it was found there was no financial justification.

TRAINS ON N. E. RAILWAY

640. Thakur Jugal Kishore Sinha: Will the Minister of **Railways** be pleased to state figures of occupation to capacity of all the trains of the branch lines of N. E. Railway of Muzaffarpur region as revealed by the latest census?

The Deputy Minister of Railways and Transport (Shri Alagesan): A statement is attached. [*See* Appendix VI, annexure No. 40.]

WAGONS FOR BIDI MERCHANTS

641. Shri Kamath: Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that representations have been received from Bidi leaves merchants for supply of wagons at stations on the South Eastern Railway ; and

(b) if so, the action taken thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Special efforts have been made by the Railway Administration to increase the wagon supply for this traffic, despite difficulty of movement over the restricted route *via* Viramgam to M.G. stations, as is evident from the fact that a total of 942 wagons of Bidi leaves has been moved during January and February 1956 as compared to 733 wagons during the same period of 1955, *i.e.*, an increase of 29% approximately.

FLAG STATION ON NARNAUL AND NIZAMPUR

642. Shri R. K. Gupta: Will the Minister of **Railways** be pleased to state :

(a) whether Government have received any representation from the people of Narnaul to open a flag station between Narnaul and Nizampur (near Narnaul town) on Rewari Phulera chord line of Western Railway ; and

(b) if so, whether Government have considered the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes; and the opening of the flag station could not be financially justified.

REFRESHMENT ROOMS ON NORTHERN RAILWAY

643. Shri R. K. Gupta: Will the Minister of **Railways** be pleased to state :

(a) the number of Refreshment rooms and vendors' stalls proposed to be opened on Northern Railway during 1956-57 ; and

(b) the names of stations where these refreshment rooms and vendors' stalls will be opened?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). No Refreshment rooms are proposed to be opened during 1956-57.

Vendors' Stalls are, however, proposed to be opened during this year at—

Solan

Anandpur Sahib

Samalkha

Delhi Queens Road Goods Shed

Jullundur City Goods Shed.

Madhopur PB.

Khurdpur

Bikaner Goods Shed and

Seohara.

ELECTRIFICATION OF STATIONS ON NORTHERN RAILWAY

644. Shri R. K. Gupta: Will the Minister of **Railways** be pleased to state the number and names of stations proposed to be electrified on Northern Railway during 1956-57?

The Deputy Minister of Railways and Transport (Shri Alagesan): It is proposed to electrify the following 49 railway stations during 1956-57 :—

1. Atrauli.
2. Asafpur.
3. Balamau.
4. Bamhrauli.
5. Clutterbuckganj.
6. Daibtara.
7. Ferozabad.
8. Garmukhteswar. (Bridge Halt).
9. Hathras Killah.
10. Harangau.
11. Janghai.
12. Khairjhalu.
13. Kathgarh.
14. Ladnun.
15. Malerkotla.
16. Misrikh Tirath.
17. Maholi.
18. Nagaur.
19. Rampura Phul.
20. Sakkhoti Tanda.
21. Subedar Gunge.
22. Sultanpur.
23. Salarpur.
24. Sitapur Cantt.
25. Thomsonganj.
26. Akbarpur.
27. Bahadurgarh.
28. Bulandshahr.
29. Chunar.
30. Deoband.
31. Etmadpur.
32. Fatehpur.
33. Haldaur.
34. Hathras Jn.
35. Jaswant Nagar.
36. Khatauli.
37. Kumdarki.
38. Khurja City.
39. Muhiuddin Pur.
40. Milak.
41. Madho Ganj.
42. Manauri.
43. Naimisharanya.
44. Rajghat Narora.
45. Sandila.
46. Shahganj.
47. Sadulpur.
48. Sohwal.
49. Simbhaoli.

FLAG STATIONS ON NORTHERN RAILWAY

645. Shri R. K. Gupta: Will the Minister of **Railways** be pleased to state the number and names of new flag stations proposed to be opened during 1956-57 on Northern Railway?

The Deputy Minister of Railways and Transport (Shri Alagesan): New flag stations are proposed to be opened at the following 14 places on the Northern Railway during 1956-57 :—

1. Minto Bridge between New Delhi and Hardinge Bridge Stations.

2. Warisganj between Musafirkhana and Nihalgarh stations.

3. Ramganj Bazar between Piparpur and Kohndaur stations.

4. *Between Chak Pakhewala and Fazilka stations.

5. Jaspalon between Doraha and Chawpali stations

6. Mulewal Khera between Malsian Shahkot and Sindhar stations.

7. Gobind Garh Khokhar between Chajli and Lehra Gaga stations.

8. Reonte between Aonla and Karengi stations.

9. Piporia between Asafpur and Chandausi stations.

10. Pootha between Meerut City and Mohiuddinpur stations.

11. Inchhapuri between Kalilpur and Patandi Road stations.

12. Sudhrana between Jharli and Kosli stations.

13. Pura between Unnao and Makhi stations.

14. Methi Tikur between Makhi and Safipur stations.

VETERINARY COLLEGES

646. Shri R. K. Gupta: Will the Minister of **Food and Agriculture** be pleased to state :

(a) the number of veterinary colleges to be opened during Second Five Year Plan ; and

(b) the names of places where these colleges are to be located?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Four new Veterinary Colleges were started during 1955 to meet the requirements of trained veterinary personnel during the Second Five Year Plan. The location of these colleges is as follows :—

1. Cuttack (Orissa).
2. Mhow (Madhya Bharat).
3. Trichur (Travancore-Cochin).
†4. Baptala (Andhra).

ITARSI STATION

647. Shri Kamath: Will the Minister of **Railways** be pleased to state whether Government propose to arrange for megaphonic (loud speaker) announcement of time of arrival and departure of trains at Itarsi Junction, Central Railway?

The Deputy Minister of Railways and Transport (Shri Alagesan): Yes.

TICKETLESS TRAVELLERS

648. Shri R. K. Gupta: Will the Minister of **Railways** be pleased to state :

(a) the total number of Travelling Ticket Examiners in service Zone-wise during 1955-56 ;

(b) the total number of ticketless travellers zone-wise during the same period ;

(c) whether the existing staff is in a position to handle the growing number of ticketless travellers on the railways ; and

(d) if not, whether Government propose to increase staff during 1956-57?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (d). A statement giving the required information is appended. [*See* Appendix VI, annexure No. 41]

---

*Location of the site not yet selected.

†The college in Andhra has been temporarily located at Baptala. The permanent location has not so far been decided upon by the State Government.

रेलवे कर्मचारियों की वरिष्ठता सूची

६४९. **श्रीमती अनुसयाबाई बोरकर** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड ने सभी कर्मचारियों की वरिष्ठता सूची तैयार कर ली है;

(ख) क्या बोर्ड ने संघ लोक सेवा आयोग से असिस्टेंट्स के पदों के लिये कुछ हरिजनों का संवरण करने को कहा है; और

(ग) क्या बोर्ड ने इन पदों के लिये संघ लोक सेवा आयोग से अन्य उम्मेदवारों की भी मांग की है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन) : (क) जी हां, बोर्ड के कर्मचारियों की।

(ख) तथा (ग). अभी नहीं । लेकिन रेलवे बोर्ड की पुनर्गठन योजना में असिस्टेंट्स के ग्रेड का फैसला होने पर संघ लोक सेवा आयोग को उम्मीदवार भेजने के लिये लिख दिया जायेगा।

रेलवे कर्मचारी

६५०. **श्रीमती अनुसूयाबाई बोरकर** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्रमश: तीसरी और चौथी श्रेणी की सेवाओं में अनुसूचित जातियों के रेलवे कर्मचारियों की प्रतिशतता क्या है; और

(ख) अनुसूचित जातियों के लिये रक्षित कोटा पूरा करने के लिये सरकार क्या कार्यवाही कर रही है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन):

(क) तीसरा दर्जा.....५.१%

चौथा दर्जा.....२२.४%

(ख) रेल सेवा आयोग के दफ्तरों को तीसरे दर्जे का और रेल प्रशासनों को चौथे दर्जे का आरक्षित कोटा पूरा करने के लिये विशेष हिदायत कर दी गयी है। उन्हें लिखा गया है कि यदि वे जरूरी समझें तो सिर्फ अनुसूचित जाति के उम्मीदवारों के चुनाव की व्यवस्था करें। जनरल मैनेजरों को भी हिदायत की गयी है कि वे आरक्षित कोटों में कमी न होने दें।

DISMANTLING OF NIDADAVOLE—NARSAPUR LINE

651. Shri P. Subba Rao : Will the Minister of **Railways** be pleased to state :

(a) when the dismantled loop lines on the Nidadavole-Narsapur Branch in Southern Railway will be restored;

(b) whether they will be restored at all stations *viz.*, Tanuku, Aravalli, Viravasaram, Lankalakoderu and Palkole or only at some of them; and

(c) if they are not to be restored at some stations, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). Only Tanuku, Viravasaram and Palakol Flag Stations on the Nidadavole-Bhimavaram section of the Nidadavole-Narsapur branch line are being reconverted into crossing stations.

(c) It is considered that the present provisions will be sufficient to give the relief required in the movement and crossing of trains on this branch line.

ALLAHABAD-ITARSI TRAIN

652. Shri Kamath : Will the Minister of **Railways** be pleased to state :

(a) whether Government are aware that the punctuality of Allahabad-Itarsi Up and Down passenger train has not improved ; and

(b) if so, the steps being taken by Government to improve the same?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes.

(b) The following steps have been taken to improve the performance of the Allahabad-Itarsi Passenger trains :—

(i) Punctuality drives have been instituted to watch the performance of trains.

(ii) Each case of detention is being thoroughly investigated and followed up with such action as the circumstances warrant.

(iii) A special watch is also kept from the Headquarters on the performance of trains on the section.

POSTAL SERVICES

654. Shri T. B. Vittal Rao : Will the Minister of **Communications** be pleased to state the average cost per item incurred by Government in heading the following services :

(i) Postcard,

(ii) Air Letter,

(iii) Envelopes,

(iv) Registered Letters,

(v) Book Post,

(vi) News Papers,

(vii) Telegrams,

(viii) Local Telephone Call ; and

(ix) Trunk Call?

The Minister in the Ministry of Communications (Shri Raj Bahadur) : The approximate costs in respect of items (i) to (vi) are finalised in the statement given below. Information in respect of items (vii) to (ix) is not available.

STATEMENT

Class of article	Cost per article		
	Rs.	As.	Ps.
(i) Postcard . .	0	1	1·9
(ii) Air letter (Unregistered Inland letter cards)	0	1	1·9
(iii) Envelopes (Unregistered letters).	0	1	3·1
(iv) Registered letters .	0	12	1·9
(v) Book Post (Unregistered packets).	0	1	11·3
(vi) News Papers	0	1	11·3

"WAGON CHASING" SCHEME

**655. { Shri Bhagwat Jha Azad :
Shri C. R. Iyyunni :**

Will the Minister of **Railways** be pleased to state :

(a) whether Government has started any "keep the wagon moving" drive ; and

(b) if so, what are the salient features of this drive?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) and (b). Each of the seven Railways (zones) has a Wagon Chasing Organization. It consists of Officers at the Headquarters and on the Divisions/Districts with a complement of Inspectors and Wagons Chasers. The Organisation is designed to effect an improvement in the utilisation of wagons. Its main functions are :—

(i) Clearance of accumulations in yards and transhipment points in particular.

(ii) Chasing of wagons in workshops, departmental sidings etc. to see that no wagon is allowed to idle.

(iii) To watch the time taken for repairs to sick wagons in yards and workshops etc.

(iv) To arrange programmes of movement of wagon loads/empties from yards including clearance in block loads.

(v) To study the reasons for undue detentions to wagons and suggest ways and means to remove them.

FIRE ACCIDENT ON GOODS TRAIN

**656. { Shri Gidwani :
Shri Dabhi :
Shri M. L. Agrawal :
Shri M. S. Gurupadaswamy :
Shri Raghunath Singh :**

Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that there was a fire accident in a wagon of a goods train running between Dabra and Sonagir Stations on the Agra-Jhansi section of the Central Railway on the 10th January, 1956 ;

(b) if so, the number of casualties if any ;

(c) the amount of loss of property ;

(d) whether any enquiry has been made : and

(e) if so, the results thereof?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) At about 19·05 hours on 9th January, 1956 (not on 10-1-56 as stated in the Question) while empty Petrol Tank Wagon Special goods train was running between Dabra and Sonagir stations on the Jhansi-Gwalior section of the Central Railway, a fire broke out in an empty wagon, immediately inside the rearmost wagon on the train. 12 Gangmen and 5 Trolleymen were travelling in the empty wagon.

(b) Killed = 10 { 8 Gangmen, 2 Trolleymen }

Injured = 4 { 1 Gangman, 3 Trolleymen }

(c) The approximate cost of damage to Railway property was Rs. 950.

(d) An enquiry was held by a committee consisting of the Divisional Operating Supdt., the Divisional Engineer (North), the Divisional Mechanical Engineer (Carriage and Wagon) and the Assistant Operating Supdt. (General), Jhansi.

(e) The accident was caused by a lighted Hand Signal lamp falling on the floor of the wagon and setting fire to the thick layer of packing grass, soaked in kerosine oil, which was covering the floor of the wagon.

Trunk Call Bills

657. Shri Krishnacharya Joshi: Will the Minister of **Communications** be pleased to state:

(a) the reasons for the delay caused in the issuing of trunk call bills; and

(b) whether Government have issued instructions to avoid delay?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Delay in issuing trunk calls bills sometimes occurs due to abnormal rise in traffic.

(b) Yes.

Stite at Palezaghat (Sonepur)

658. Pandit D. N. Tiwari: Will the Minister of **Railways** be pleased to site:

(a) whether it is a fact that from June 1955 to February 1956, there have been several changes in the site of Palezaghat (Sonepur);

(b) the reason for each change of site; and

(c) whether it is a fact that there was no change of site from 1952 to June 1955.

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes, Sir. There have been three changes in the site of Palezagat since June 1955 to 10th February 1956 as detailed below:—

First charge 30-6-55

Existing high level ghat site was unworkable due to heavy current as steamers could not be berthed safely.

Second change—22-7-55

During the month of July 1955 Ganga water rose very high and overtopped the river bank at several places and flood water started flowing in the Nala with strong current. It was found quite essential to shift the ghat level at Banwarchak on 22-7-55.

Third change 18-11-55

With the fall of the river it was found necessary to shift the ghat at low level site and accordingly it was shifted on 18-11-55.

(c) No, Sir. There were also changes of site during the said period.

Electric Railway Coaches

659. Shri M. R. Krishna: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that shortly electrical coaches are going to be introduced on the Central Railway;

(b) number of electrical Railway Coaches that will be *en route* during 1956 and 1957 in the Central Railway and in other railways of the country;

(c) whether these electrical coaches are imported or are they manufactured in the country; and

(d) which are the factories that produce the electrical coaches in the country and what is the annual output?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Electric Multiple Unit coaches are already in service on the Central and Western Railways since 1922-23 and 1927-28 respectively and Southern Railway since 1930-31.

(b) Number of coaches expected to be in line on 31st December:

Railways	1956	1957
Broad Gauge		
Central	344	411
Western	242	243
Eastern	...	110
Metre Gauge		
Southern	96	96
TOTAL	682	860

(c) Except for 74 wooden body trailer coaches which were built by the Central Railway, all other Electric Multiple Unit Stock was imported.

(d) Nil. M/s. Jessop & Co. are however developing capacity to build 50 electric multiple unit coaches per year, commencing from November, 57.

AIRCRAFT

660. Shri Ibrahim: Will the Minister of **Communications** be pleased to state the number of aircrafts in use when the Indian Airlines Corporation was formed and at present separately?

The Minister in the Ministry of Communications (Shri Raj Bahadur): Number of aircrafts of Indian Air-Corporation in use on—

(a) 1-8-1953	Dakotas	74
	Viking	12
	Skymaster	3
	Saab Safir	1
		90
(b) 31-3-1956	Dakota	66
	Viking	12
	Skymaster	6
	Herons	8
		92

RAILWAY ROLLING STOCK

661. Shri G. P. Sinha:
Shri S. C. Samanta:
Sardar Iqbal Singh:
Sardar Akarpuri:

Will the Minister of **Railways** be pleased to state the total requirements of locomotives and other rolling stock during the Second Five Year Plan?

The Deputy Minister of Railways and Transport (Shri Alagesan): According to the estimate so far made on the basis of the Rs. 1,125 crore plan, the requirements of locomotives, coaching vehicles and wagons during the Second Five Year Plan are likely to be:—

(a) Steam Locomotives	2,364
(b) Coaching Vehicals (in units)	11,575
(c) Wagons (in 4 wheelers)	1,07,247

STRIKES IN GOVERNMENT FACTORIES

662. Shrimati Ila Palchaudhury: Will the Minister of **Labour** be pleased to state:

(a) whether there were any strikes in Government of India factories in the country during the year 1955;

(b) if so, their total number; and

(c) the total number of working days lost?

The Minister of Labour (Shri Khandubhai Desai): (a) to (c). Information is readily available only in respect of Part A States and Part C States of Delhi and Ajmer. There

were 29 strikes in Government of India factories during 1955 and the total number of man-days lost is 56,345.

मद्रास-बंगलौर डाकगाड़ी

६६३. **श्री जी० एल० चौधरी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि २० दिसम्बर १९५५ को मेलपट्टी में मद्रास-बंगलौर डाकगाड़ी एक मालगाड़ी से टकरा गयी थी;

(ख) यदि हां, तो इस दुर्घटना के क्या कारण थे; और

(ग) इससे कितनी क्षति हुई ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन) (क) २० दिसम्बर, १९५५ की रात को लगभग १ बजकर २२ मिनट पर, जब १०।२० वाली डाउन माल गाड़ी दक्षिण रेलवे के मद्रास-जलारपेट सेक्शन में मेलपट्टी स्टेशन की लूप लाइन पर खड़ी थी, नं० ३०७ डाउन मद्रास-बंगलौर डाकगाड़ी भी उसी लाइन पर आ पहुंची और डाउन माल गाड़ी के पिछले भाग से टकरा गयी।

(ख) इस टक्कर का कारण यह था कि मालगाड़ी लेने के लिए जो सिगनल गिराया गया था उसे उठाकर फिर 'आन' की स्थिति में नहीं रखा गया और गिरा हुआ सिगनल देखकर ३०७ डाकगाड़ी का ड्राइवर रुकी हुई लाइन पर गाड़ी ले गया।

(ग) रेल-सम्पत्ति को लगभग ३०० रुपये का नुकसान हुआ।

केलोद स्टेशन

६६४. **श्री चांडक** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नागपुर-नैनपुर लाइन के केलोद स्टेशन पर प्रतीक्षालयों, गुड्स शेडों, लाइन पर पार करने के पुलों और छत वाले प्लैटफार्मों पर पीने के पानी की व्यवस्था न होने से यात्रियों को असुविधा होती है; और

(ख) यदि हां, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन): (क) तथा (ख). जी नहीं। स्टेशन पर यात्रियों के लिए पीने के पानी का प्रबन्ध है और इस काम के लिए पानी पिलाने वाले भी रखे गये हैं। स्टेशन पर कोई माल गोदाम, क्रासिंग पुल या छतदार प्लेटफार्म नहीं है, इसलिए इन जगहों पर पीने के पानी की व्यवस्था का सवाल नहीं उठता। इस स्टेशन पर पीने के पानी की व्यवस्था में सुधार करने के लिए एक नल-कूप लगाया जा रहा है और पानी की वर्तमान व्यवस्था को बढ़ाया जा रहा है। यह काम चालू है और आशा है जल्दी ही पूरा हो जायेगा।

आसाम रेलवे लाईन

६६५. **श्री आर० एन० सिंह** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आसाम रेलवे लिंक लाइन की पटरियां उखाड़ी गयी थीं; और

(ख) यदि हां, तो इसके लिये जिम्मेवार लोगों के विरुद्ध क्या कार्रवाई की गयी है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन): (क) फिश बोल्ट और फिश प्लेट निकाल कर रेल की पटरियां उखाड़ने की दो घटनाओं का पता लगा था, जो २४-८-१९५३ और १७-३-१९५५ को हुई थीं।

(ख) अभी पुलिस को यह पता नहीं लगा है कि पटरियां उखाड़ने के लिए कौन लोग जिम्मेदार थे।

Train Accident

666. Shri Gidwani : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that a goods train went off the rails near Kalupara Ghat on the Howrah-Madras Line ;

(b) the number of casualties ;

(c) whether any enquiry has been made into the accident ; and

(d) if so, the result of the enquiry?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) At about 23·00 hours on 24th January, 1956 while No. 517 Up Goods

train was running between Bhusandpur and Kaluparaghat stations on the Waltair-Khurda Road section of the South Eastern Railway, its engine and 23 wagons next to it derailed and capsized.

(b) No one was killed or injured.

(c) An enquiry was held by a committee of officers consisting of Deputy Chief Mechanical Engineer, Deputy Chief Engineer and Deputy Chief Operating Supdt. of the Railway.

(d) The finding of the Committee is that the derailment was caused by the track having been tampered with by some unknown person or persons, by removing fish-plates from a rail joint.

RAID ON SAKALDIHA STATION

667. Shri S. C. Samanta : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that Sakaldiha Station situated at a distance of about 15 miles from Banaras was raided by a gang of dacoits during the middle of January, 1956;

b) if so, the amount involved in the robbery : and

(c) whether the gang has been detected?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes.

(b) Cash amounting to Rs. 10-12-0. The extent of damage caused to railway property and instruments, is, however, not available.

(c) Yes.

DERAILMENT OF WAGONS

668. Shri M. L. Agrawal : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that 11 wagons of a goods train derailed on the 30th January, 1956 between Itkial and Manopad stations near Kurnool on the Secunderabad-Dronachallam section of the Central Railway ; and

(b) the cause of the derailment?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) At about 12·15 hours on the 30th January, 1956, while No. 805 Down Goods train was running between Itkial and Manopad stations on the Secunderabad-Dronachallam Metre Gauge section of the Central Railway, 9 vehicles on the train derailed.

(b) According to the findings of the Divisional Officers' Joint Enquiry held into the accident the derailment was due to the fracture of the rear left bearing spring of one of the wagons which derailed.

RAILWAY CORRUPTION CASE

669. Shri S. C. Samanta : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that a Railway Guard was caught while taking fares from passengers but not issuing tickets in February, 1956 at Anandnagar :

(b) if so, by whom :

(c) the manner in which he has been dealt with ; and

(d) further steps which Government propose to take to check recurrence of such things?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) Yes Sir, but the incident took place on 31-1-56.

(b) By the T.T.E. Supervisor working under the Special Railway Magistrate, Gorakhpur.

(c) The Guard has been suspended from duty and the case handed over to the Railway Police.

(d) Special surprise checks are being carried out regularly and in fact this detection was the result of one such check. These checks will continue.

रेलवे सम्पत्तियां

६७०. **श्री अमरसिंह डामर :** क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि देश भर में भारतीय रेलवे की इमारतों सहित कुल अचल सम्पत्ति का खाता-मूल्य कितना है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन): १९५३-५४ के अन्त तक ६,५२·८६ करोड़ रुपये ।

Passenger Amenities

*671. **Thakur Jugal Kishore Sinha :**
Shri Asthana :

Will the Minister of **Railways** be pleased to state :

(a) whether in Lucknow and other stations of Northern Railway the rate for hair cutting for I class and III class passengers has been fixed on different basis ;

(b) if so, the reasons therefore; and

(c) how do they compare with the system of other Railways?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, only at stations on the Lucknow Division of Northern Railway.

(b) It has not been possible to trace at this distant date the reasons for this distinction at stations on the Lucknow Division.

Instructions are, however, being issued for the same rates being charged for hair cutting from all classes of passengers at the above stations.

(c) On other Railways, there is no distinction between upper and lower class passengers in respect of rates fixed for hair cutting, except at Mhow station on the Western Railway. Here also instructions are being issued for same rates being charged from all classes of passengers.

Fazilka-Rewari Line

672. **Sardar Iqbal Singh :**
Shri R. K. Gupta :

Will the Minister of **Railways** be pleased to lay on the Table of the Lok Sabha a statement showing :

(a) the number of days and trains which ran late on the Fazilka-Rewari section during 1955 ;

(b) the reason for delays, if any : and

(c) the steps taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a)

Train No.	Number of days arrived late at destination station
1 BRB	117
2 BRB	237
1 BRF	258
1 BDS	174
2 BDS	144

(b) The deterioration in the punctuality performance of the trains referred to above was mainly due to operational causes, such as, engine failures, engineering restrictions, crossings etc., and also for maintaining connections at Rewari with the Western Railway trains.

(c) The following steps have been taken to improve the performance of these trains :—

(i) All avoidable detentions are promptly taken up and deterrent disciplinary action is taken against staff responsible.

(ii) Better engines have been provided for hauling trains Nos. 1 BRB and 2 BRB.

(iii) Timings of trains Nos. 2 BRB and 1 BRF have been suitably revised with effect from 1-3-56.

(iv) Punctuality drives have been instituted and officers and inspectors have been deputed to travel by bad running trains with a view to take up on-the-spot all avoidable detentions and thus improve the performance of the trains concerned.

There has already been an improvment in the performance of trains Nos. 2 BRB and 1 BRF. Every endeavour will be made by the Railway Administration to improve further the performance of trains on the Fazilka-Rewari Section.

Destruction of Pests

673. **Shri Hem Raj :** Will the Minister of **Food and Agriculture** be pleased to state the aid given by the Central Government for killing of pests and control of weeds in the Punjab, Pepsu, Himachal Pradesh and Jammu and Kashmir?

The Minister of Food and Agriculture (Shri A. P. Jain): The Central Government assisted the State Governments of Punjab, Pepsu, Himachal Pradesh and Jammu and Kashmir in this respect as detailed below :—

(i) During 1953 technical advice was given by the Central Government to the Governments of Punjab and Pepsu for anti-locust operations and control of a weed known as "Baru" respectively ;

(ii) In 1954, a large scale campaign against a destructive pest of apple, known as 'San Jase Scale' was undertaken in Himachal Pradesh under the direct supervision of the Central Government. The Central Government provided for certain staff and equipment and sprayed about 72,000 apple trees. During these operations many new insecticides were tested and one of which is now being used by some progressive orchardists in the State ;

(iii) Certain loans and grants were sanctioned by the Central Government to the Government of Jammu and Kashmir during 1955-56 for strenthening the Plant Protection Organisation of the State. Technical Advice was also given on the effectiveness of fungicides for the control of "wheat bunt" and "apple scab" diseases in that State ;

(iv) The Central Government gave technical advice to the Co-ordinated Plant Protection and Locust Control Board of the Punjab, Pepsu, Himachal Pradesh and Jammu and Kashmir to evolve some suitable method for the destruction of flying foxes which cause great damage to the fruit crops in these States ; and

(v) The following Plant Protection Schemes were also sanctioned under the Grow More Food Campaign :—

(Rs. in lakhs)

Name of State	1953-54		1954-55		1955-56	
	Loan	Grant	Loan	Grant	Loan	Grant
Punjab	—	—	—	—	—	—
Pepsu	—	0·16	—	0·24	—	0·19
Himachal Pradesh	—	0·17	—	0·28	—	0·22
Jammu & Kashmir	—	—	—	—	1·20	0·10
TOTAL	—	0·33	—	0·52	1·20	0·51

AGRA EXPRESS

674. Shri Dhusiya : Will the Minister of **Railways** be pleased to state :

(a) whether Government are aware that dirty and unequipped First and Second class bogies are usually attached in the N.E. Railway along the Agra Express ;

(b) the number of First and Second class bogies or compartments attached to this train ; and

(c) the number of these bogies or compartments on the 11th February along this train while coming from Gorakhpur to Lucknow?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No; dirty and unequipped First and Second class bogies are not generally attached to this train.

(b) Normally one First and one Second class bogie consisting of 4 compartments each are attached.

(c) One First class bogie consisting of 4 compartments and a combined second and third class bogie consisting of one second class compartment was attached to this train on 11-2-56.

CIVIL AVIATION DEPARTMENT

675. Shri B. Y. Reddy : Will the Minister of **Communications** be pleased to state :

(a) whether it is a fact that the operational staff of the Civil Aviation Department are not given a day off in a week :

(b) if so, the reasons therefore ; and

(c) whether there is any proposal to remove the discrimination?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) to (c). Government have always been willing to allow the operational staff of the Civil Aviation Department to avail themselves of a day off in a week provided they perform during the remaining six days 42 hours

of duty prescribed for them. The Civil Aviation staff do not agree to this arrangement. It is, however, open to the staff to arrange for proper duty rosters whereby they could finish the prescribed duty hours in six days and avail themselves of a day off. No discrimination is being shown to the Civil Aviation staff.

CIVIL AVIATION DEPARTMENT

676. Shri B. Y. Reddy: Will the Minister of **Communications** be pleased to state :

(a) the reasons for delay in the electrification of Class IV quarters of Civil Aviation Department ;

(b) whether Government propose to expedite the same ; and

(c) if so, which are the places?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) to (c). It was only last year that it was generally decided by Government that electricity could be provided in the quarters of Class IV employees stationed outside Delhi. The provision of this amenity is subject to the availability of power in the locality, and no expenditure is to be incurred on the strengthening of the power supply position or on the provision of an electric sub-station, etc. Taking these factors into account, it is proposed to provide electricity at 27 aerodromes, mentioned in statement which I lay on the Table of the Lok Sabha, out of 81 aerodromes at present under the control of the Civil Aviation Department. [*See* Appendix VI, annexure No. 42.] Estimates have also been framed in this regard for five aerodromes. Two of these estimates have already been sanctioned. Similar action in respect of other aerodromes is being expedited.

VILLAGE POSTMEN

677. Dr. Rama Rao: Will the Minister of **Communications** be pleased to state :

(a) whether the village postmen are required to stay in the villages outside their Headquarters for a week or more during the course of their work (duty) :

(b) if so, whether they are paid any outstation allowance for the period of their absence from their Headquarters ; and

(c) if not, whether there is any proposal to sanction such an allowance?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Yes, the period of staying out varies from one day to a week according to the length of the particular village postman's delivery beats.

(b) No.

(c) No.

EXTRA DEPARTMENTAL AGENTS

678. Shri Punnoose: Will the Minister of **Communications** be pleased to state :

(a) whether the Extra Departmental Agents in the P. & T. Department are governed by the Central Civil Services (Conduct) Rules, and

(b) if not, whether the Extra Departmental Agents are permitted to stand for election to the Panchayats, local bodies and legislatures?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) and (b). The Central Civil Services (Conduct) Rules, as they stand at present, cannot be made wholly applicable to the Extra Departmental Agents. The extent to which these rules can be made applicable to the Extra Departmental Agents is under examination in consultation with the Ministries of Home Affairs and Law.

TELEPHONE LINES

679. { Sardar Iqbal Singh : / Sardar Akarpuri :

Will the Minister of **Communications** be pleased to state :

(a) the number of telephone lines installed in the country during the year 1955 ; and

(b) the number of automatic telephones installed in the State of Punjab?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) 31,000 (net increase).

(b) 1,933 on 31-12-55.

THEFTS ON TRAINS

680. { Sardar Iqbal Singh: Sardar Akarpuri:

Will the Minister of **Railways** be pleased to state:

(a) the number of cases of thefts and pilferage from goods trains on Northern Railways detected during 1954, 1955 and 1956, so far;

(b) the stations that are worst affected in this respect; and

(c) the steps taken to check these incidents?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a)

1954	1955	1956 upto (Feb.)
268	228	28

(b) Stations worst affected in respect of thefts from goods trains standing at Goods shed/Platform/Yard.

Banaras, Ghaziabad, Moradabad and Aligarh.

Sections worst affected in respect of running train thefts:

Allahabad	—Moghalsarai
Kanpur	—Lukhnow
Lukhnow	—Rai Barrilly
Lukhnow	—Hardoi
Barcilly	—Hapur
Delhi	—Nizamuddin
Lucknow	—Shahjahanpur
Banaras	—Moghalsarai
Tundla	—Kanpur
Allahabad	—Fatehpur
Barcilly	—Moradabad

(c) 1. Patrols by Railway Protection Force and Railway Protection Police are arranged with night goods trains.

2. Picketing of black spots is done where such thefts are frequent.

3. Railway Protection Force plain clothed detective staff is deputed to unearth criminal gangs.

4. The Government Railway Police and Railway Protection Force make vigorous enquiries into all cases of reported thefts and prosecute the culprits.

5. Uniformed and plain clothed Railway Protection Force men are posted in yards.

6. Anti-Tress-Pass Drive in the yards is organised with a view to arrest and prosecute persons under 122 of the Railway Act.

7. Deterrent punishment is awarded to Railway employees when they are found guilty of committing such thefts.

DEMURRAGE CHARGES

681. { Sardar Iqbal Singh: Sardar Akarpuri:

Will the Minister of **Railways** be pleased to state:

(a) the amount charged by way of demurrage on Northern Railway during 1954-55;

(b) the amount realised out of the amount so charged; and

(c) the amount remitted and the reasons thereof;

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Rs. 7,37,880-11-0.

(b) Rs. 4,62,888-4-0.

(c) Rs. 1,81,267-6-0.

Remission of demurrage charges is done in exceptionally genuine cases, either partially or wholly, in the circumstances, amongst others, mentioned in the attached statement, depending on the merits of each individual case. [*See* Appendix VI, annexure No. 43]

TRAVEL FACILITIES FOR TEACHERS

682. Shri M. Islamuddin: Will the Minister of **Railways** be pleased to state:

(a) whether Delhi State Teachers' Association at its annual general meeting held on the 8th January,

1956 urged the Government of India to provide facilities of travelling at concessional rates to the family members of teachers; and

(b) if so, whether Government have considered this demand?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes; but the request was not agreed to.

LADY TRAVELLERS ON I.A.C. PLANES

683. Shrimati Ila Palchoudhury: Will the Minister of **Communications** be pleased to state :

(a) whether it is a fact that quite a large number of ladies travel by I.A.C. planes ;

(b) if so, whether the Indian Air Lines Corporation have made any special seating arrangements for ladies ; and

(c) the nature of such arrangements?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Yes.

(b) and (c). No separate seats are earmarked for ladies in the aircraft, but seats next to them are normally arranged for their escorts, if any.

FOOD-GRAINS GODWNS(WEST BENGAL)

684. Shri N. B. Chowdhury: Will the Minister of **Food and Agriculture** be pleased to lay on the Table of the House a statement showing the number of Central food-grain godowns in West Bengal at present?

The Minister of Food and Agriculture (Shri A. P. Jain): There are 11 Central Government food-grain godowns at present in West Bengal.

POST AND TELEGRAPH OFFICES IN MYSORE STATE

685. Shri Madiah Gowda: Will the Minister of **Communications** be pleased to state the number of urban and rural posts and telegraphs offices opened in Mysore State during the First Five Year Plan period?

The Minister in the Ministry of Communications (Shri Raj Bahadur): A statement giving the required information is given below.

STATEMENT

Year	Non Combined post office		Combined Post & Telegraph offices		Departmental Telegraph offices.		Remarks
	Rural	Urban	Rural	Urban	Rural	Urban	
1951-52	78	12	1	1	—	—	
1952-53	8	10	2	1	—	—	
1953-54	63	7	—	—	—	—	
1954-55	81	6	2	8	—	2	
1955-56	126	5	3	3	—	—	
TOTAL	356	40	8	13	—	2	

UNIFORMS FOR RAILWAY TICKET EXAMINERS

686. Shri Madiah Gowda: Will the Minister of **Railways** be pleased to state :

(a) whether the uniforms are supplied to all the ticket examiners in Southern Railways ; and

(b) if so, how many sets are supplied per year?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes Sir.

(b) A statement is appended [*See* Appendix VI, annexure No. 44.]

D.T.S. OFFICE, BEZWADA

687. Shri B. S. Murthy: Will the Minister of **Railways** be pleased to state :

(a) whether a number of clerks employed in the office of the D.T.S., Bezwada, have refused to take salaries for the month of February, 1956 ;

(b) if so, the reasons for the same ; and

(c) the steps taken to restore normalcy?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) This was in response to the call of "Pay Satyagraha" made by the All-India Railway Ministerial Staff Association.

(c) No action was considered necessary.

DERAILMENT OF GOODS TRAIN

688. Shri B. S. Murthy: Will the Minister of **Railways** be pleased to state :

(a) the causes for the derailment of the goods train on the 1st March, 1956 between Chingleput and Singaperumal Koil Stations, Southern Railway ;

(b) the number of wagons damaged and the total loss sustained ; and

(c) whether here have been any casualties?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) At about 1·50 hours on 2nd March, 1956 (not on 1-3-56 as stated in the Question), while No. 2221 goods train was running between Singaperumal Koli and Chingleput stations on the Madras-Villupuram section of the Southern Railway, the wagon, 15th from the engine on the train, derailed at mile 36/6-7 and re-railed itself after travelling a distance of about 8 telegraph posts. The wagon derailed again after passing the facing points at the station resulting in the derailment of four other wagons behind it.

According to the finding of the District Officers' Enquiry Committee, the derailment was caused by the breakage of the left trailing journal of the wagon which first derailed.

(b) 5 wagons sustained damages. The approximate cost of damage to Railway property was Rs. 5,500.

(c) No one was killed or injured.

DIRECT BOGIE FROM JAIPUR TO UDAIPUR

689. Shri Bheekha Bhai: Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that several representations have been made by the public for attaching a direct bogie from Jaipur to Udaipur and Udaipur to Jaipur ; and

(b) if so, the action taken in this regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) At present, a composite first, second and third class bogie coach runs between Delhi and Udaipur *via* Jaipur. There is some overcrowding in the through coach on the Jaipur-Udaipur section. However, due to paucity of coaching stock and room on trains concerned, it is not feasible at present to introduce an additional through coach between Jaipur and Udaipur. The question of replacing the existing through coach between Delhi and Udaipur by a coach with higher carrying capacity is under consideration.

RIVER AND CANAL NAVIGATION

690. Shri B. S. Murthy: Will the Minister of **Transport** be pleased to State :

(a) the amount allotted in the Second Five Year Plan for improving river and canal navigation ; and

(b) the details of the plan thereof?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A provision of Rs. 340·22 lakhs for inland water transport development has been proposed for inclusion in the Second Five Year Plan.

(b) This provision is intended to cover expenditure on the following :

(1) River control and conservancy measures in the Ganga Brahamaputra region including dredging, snag clearance and provision of aids for navigation. Rs 92·4 lakhs

(2) Development of inland port facilities in the Ganga–Brahma putra region Rs. 49·57 Lakhs

(3) River surveys in the Ganga Brahmaputra region Rs. 8·25 ,,

(4) Purchase of equipment for the Assam Ferry Project and the Assam Feeder River Project. Rs.12·00 ,,

(5) Development of Buckingham Canal and its linking with the Madras Harbour Rs. 115·00 ,,

(6) Development of West Coast Canals. Rs. 43·00 ,,

(7) Contribution to the Ganga Brahamaputra Water Transport Board. Rs. 20.00 ,,

Total 340·22 ,,

डाकियों की भर्ती

६९१. **श्री पी० एल० नारूपाल** : क्या संचार मंत्री यह बताने की कृपा करेंगे कि डाक और तार विभाग में मेल प्यूनों और पोस्टमैनों को नौकरी देने के विषय में आयु की सीमा क्या है और इस बारे में हरिजनों को क्या रियायतें दी जाती हैं ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर): इन संवर्गों (cadres) में भरती करने के लिये उम्मीदवारों की आयु १८ वर्ष से कम तथा २४ वर्ष से अधिक नहीं होनी चाहिए । अनुसूचित जातियों, जन जातियों (tribes) के उम्मीदवारों के लिये आयु की उच्चतर सीमा ५ वर्ष बढ़ा दी जाती है ।

Post and Telegraph Employees (Bihar)

692. Chaudhuri Muhammed Shafiee): Will the Minister of Communications be pleased to state :

(a) whether it is a fact that Government have issued an order to the Postmaster-General, Bihar, to apply the same principle to class IV staff in the matter of allotment of quarters as applicable to class III; and

(b) if so, the action taken by the Postmaster-General, Bihar in this respect?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Yes.

(b) The Postmaster-General has raised certain issues which involve giving preference to transferable officials in allotment of quarters. The same are under consideration and revised orders are expected to be issued shortly.

सागर रेलवे स्टेशन

६९३. **श्री के० सी० सोधिया** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे के सागर स्टेशन से १९५५-५६ में गाड़ियों से भेजे गये माल पर भाड़े के रूप में कितनी धन राशि प्राप्त हुई;

(ख) क्या सागर रेलवे स्टेशन के माल गोदाम में पर्याप्त सुरक्षा और छत वाला स्थान है, जहां माल रखा जा सके;

(ग) क्या उच्च अधिकारियों का ध्यान इस सम्बन्ध में होने वाली अड़चनों की ओर कभी आकर्षित किया गया है; और

(घ) यदि हां, तो क्या इस सम्बन्ध में कोई कार्यवाही करने का विचार है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेशन): (क) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

(ख) जी नहीं ।

(ग) जी हां ।

(घ) जी हां, सागर स्टेशन के मालगोदाम में १,३५० वर्ग फीट का छतदार स्थान बनाने का काम १९५६-५७ के निर्माण-कार्यक्रम में शामिल किया जा रहा है ।

Wagons Turnover

694. Shri K. P. Tripathi : Will the Minister of **Railways** be pleased to state :

(a) whether turnover of wagons greatly fallen in Assam section of North Eastern Railway with the result that wagon load consignments take more than a week for inconsequential distances ; and

(b) whether registration for wagons has accumulated mainly in the same section of the North-Eastern Railway?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Generally there has been an improvement in turn round of wagons on Assam Section of the North-Eastern Railway. Instances of wagon load consignments for short distances taking more than a week are exceptional.

(b) Yes. Outstanding registerations have slightly increased in spite of comparatively increased loading due to increased registrations for Jute and foodgrains.

COLUMNS

ORAL ANSWERS TO QUESTIONS 1649–90

S. Q. No.	*Subject*	COLUMNS
1085	Cinema Shows in Trains	1649–50
1087	Repayment of Shipping Loans	1650–51
1088	Alagesan Committee	1651–52
1089	Tourism	1652–54
1090	Telephones at Railway Stations	1654–55
1091	I. C. A. R.	1655–57
1093	Inland Waterways	1657–58
1094	Railway Rolling Stock	1658–61
1095	Bombay-Calcutta Mail	1661
1100	Jaipur Station	1662–63
1101	Diesel Cars	1663–64
1103	Second Bridge Over Jamuna Near Delhi	1665
1105	First-Aid Boxes at Post Offices	1666
1106	I. A. C. Employees (Tripura)	1666–67
1107	Divisional System	1667–70
1110	Delhi Development (Provisional) Authority	1670–72
1136	Delhi Development (Provisional) Authority	1672–74
1111	Banihal Tunnel	1674–76
1112	Delhi Development (Provisional) Authority	1676–77
1113	Unauthorised Constructions in Delhi	1677–78
1114	Malaria Control Units in Manipur	1678–79
1115	Recruitment of Firemen	1679–80
1116	Chanda-Korba Line	1680–81
1119	Jute Expert Committee	1682
1120	Air Service to Bikaner	1682–83

S. N. Q. No.

7	Situation in Naga Hills	1683–90
8	Scheme for Regional Committees in Punjab	1690

WRITTEN ANSWERS TO QUESTIONS 1690-1742

S. Q. No.		
1086	Railway Rolling Stock	1690–91
1092	Rural Credit Survey Pilot Schemes	1691
1096	Ghee Industry	1691–92
1097	Railway Personnel Officers	1692
1098	School for Railway Employees' Children	1692–93
1099	Railway Institutes and Schools	1693
1102	Cattle Diseases and Epidemics	1693–94
1104	Civil Aviation Department Class IV Employees	1694
1108	Pushkar Pilgrims	1694–95
1109	Accidents in Victoria Colliery	1695
1117	Civil Aviation Department	1695–96
1118	Mail Motor Service	1696
1121	Agricultural Farms	1696–97

S. Q. No.	Subject	Columns
1122	Construction of Sakri-Hasanpur Line	1697
1123	Viscount Aircraft .	1697–98
1124	Book Stalls at Railway Stations .	1698
1125	Plane Crash .	1698
1126	Rural Post Offices .	1698–99
1127	Railway Traffic	1699
1128	Diesel Rail Cars .	1699
1129	R. C. C. Depot, Golden Rock	1699–1700
1130	Obstruction on Railway Track . .	1700
1131	Agricultural Development . . .	1700–01
1132	Uniform for Civil Aviation Department Employees .	1701
1133	Indigenous Systems of Medicine . .	1701–02
1134	Overtime Allowance to Postmen . .	1702
1135	Doubling of Railway Line . . .	1702
1137	Agricultural Colleges	1702–03
1138	Committee on Prevention of Cattle Slaughter. . .	1703
1139	Railway Wagons	1703–04
1140	Coach Building Factory . . .	1704
1141	Tobacco Extension Service Scheme .	1704
1142	U. N. I. C. E. F. .	1705
1144	Late Running of Trains on the Western Railway. .	1705
1145	Regional Tourist Advisory Committee	1705–06
1146	Leprosy . .	1706–07
1147	Ghani Oil . .	1707
1148	Charge-Allowance to Non-Gazetted Staff	1707
1149	Indo-U. S. Technical Co-operation .	1707–08
U. S. Q. No.		
638	Demurrage Charges	1708
639	Opening of Flag Stations . .	1709
640	Trains on N. E. Railway . .	1709
641	Wagons for Bidi Merchants . .	1710
642	Flag Station on Narnaul and Nizampur . . .	1710
643	Refreshment Rooms on Northern Railway . . .	1710–11
644	Electrification of Stations on Northern Railway . .	1711–12
645	Flag Stations on Northern Railway .	1712–13
646	Veterinary Colleges	1713–14
647	Itarsi Station . .	1714
648	Ticketless Travellers	1714
649	Seniority List of Railway Employees	1715
650	Railway Employees	1715
651	Dismantling of Nidadavole-Narsapur Line . . .	1716
652	Allahabad Itarsi Train . . .	1716–17
654	Postal Services .	1717
655	"Wagon Chasing" Scheme. . .	1717–18
656	Fire Accident on Goods Train .	1718–19
657	Trunk Call Bills .	1719
658	Site at Palezaghat (Sonepur) . .	1720

U. S. Q. No.	Subject	Columns
659	Electric Railway Coaches	1720–21
660	Aircrafts	1721–22
661	Railway Rolling Stock	1722
662	Strikes in Government Factories.	1722–23
663	Madras Bangalore Mail	1723
664	Kelod Station	1723–24
665	Assam Railway Line	1724
666	Train Accident	1724–25
667	Raid on Sakaidha Station	1725
668	Derailment of Wagons	1725–26
669	Railway Corruption Case	1726
670	Railway Properties.	1727
671	Passenger Amenities.	1727
672	Fazilka Rewari Line	1727–28
673	Destruction of Pests	1728–29
674	Agra Express	1730
675	Civil Aviation Department	1730–31
676	Civil Aviation Department	1731
677	Village Postmen	1731–32
678	Extra Departmental Agents	1732

U. S. Q. No.	Subject	Columns
679	Telephone Lines	1732–33
680	Thefts on Trains	1733–34
681	Demurrage Charges	1734
682	Travel Facilities for Teachers	1734–35
683	Lady Travellers on I. A. C. Planes	1735
684	Food-Grains Godowns (West Bengal)	1735
685	Post and Telegraph Offices in Mysore State	1735–36
686	Uniforms for Railway Ticket Examiners	1736
687	D. T. S. Office, Bezwada	1736–37
688	Derailment of Goods Train	1737
689	Direct Bogie from Jaipur to Udaipur	1738
690	River and Canal Navigation	1738–39
691	Recruitment of Postmen	1739
692	Post and Telegraph Employees (Bihar)	1739–40
693	Sagar Railway Station	1740
694	Wagons Turn Over	1740–42

GIPN—S—2—77 Lok Sabha—21-1-57.840.

Tuesday, April 3, 1956

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOL. III, 1956

(28*th March to* 17*th April*, 1956)

TWELFTH SESSION, 1956

(Vol. III contains Nos. 31—45)

LOK SABHA SECRETARIAT

NEW DELHI

CONTENTS

[*Part II Debates, Volume III—28th March to 17th April, 1956*]

No. 31—Wednesday, 28th March, 1956

	Columns
Motions for adjournment—	
Insult to special Envoy of India at Karachi on Pakistan Republic day	3587–94
Arrest of a Member	3594–95
Release of a Member on Bail	3595–96
Business of the House	3596,3598–99, 3710–14
Papers laid on the Table—	
President's Assent to Bills	3596
Committee on Private Members' Bills and Resolutions—	3596–97
Forty-eighth Report	3597
Correction of Answer to Starred Question	3597–98
Demands for Grants	3600–3708
Demand No. 22—Tribal Areas	3600–3708
Demand No. 23—External Affairs	3600–3708
Demand No. 24—State of Pondicherry	3601–3708
Demand No. 25—Miscellaneous Expenditure under the Ministry of External Affairs	3601–3708
Demand No. 119—Capital Outlay of the Ministry of External Affairs	3601–3708
Budget (Travancore-Cochin) 1956-57	3708–09
Daily Digest	3715–18

No. 32—Thursday, 29th March, 1956

Papers laid on the Table	3719
Calling attention to matter of Urgent Public Importance—	
Re Condition of Hindus in East Pakistan and migration there from	3719–20
Business of the House	3720
Demands for Grants	3720–76
Demand No. 22—Tribal Areas	3720–75
Demand No. 23—External Affairs	3720–75
Demand No. 24—State of Pondicherry	3720–76
Demand No. 25—Miscellaneous expenditure under the Ministry of External Affairs	3720–76
Demand No. 119—Capital Outlay of the Ministry of External Affairs	3720–76
Resolution *re*: President's Prolcamation *re*: Travancore–Cochin	3776–3854
Demands for Grants on Account—Travancore-Cochin	3853–61
Travancore-Cochin Appropriation (Vote on Account) Bill	3861–62
Daily Digest	3863–64

No. 33—*Saturday*, 31*st March*, 1956

	Columns
Arrest and conviction of a Member	3865
Motion for adjournment—	
Fast of Shri Balram Das Tandon	3866–70
Demands for Grants	3865–66, 3870–3957
Demand No. 92—Ministry of Rehabilitation	3870–3957
Demand No. 93—Expenditure on Displaced persons	3870–3957
Demand No. 94—Miscellaneous Expenditure under the Ministry of Rehabilitation	3871–3957
Demand No. 139—Capital Outlay of the Ministry of Rehabilitation	3871–3957
Committee on Private Members' Bills and Resolutions—Forty-eighth Report	3957
Resolution *re*: Fixing a Target date for Prohibition	3957–81
Resolution *re*: Appointment of a Committee on Industrial and Commercial State Undertakings	3982–4010
Daily Digest	4011–12

No. 34—*Monday*, 2*nd April*, 1956

President's assent to Bills	4013
Petition *re*: Proceedings of Legislatures (Protection of publication) Bill	4013
Demands for Grants	4014–4144
Demand No. 92—Ministry of Rehabilitation	4014–94
Demand No. 93—Expenditure on Displsaced persons	4014–95
Demand No. 94—Miscellaneous Expenditure under the Ministry of Rehabilitation	4014–95
Demand No. 139—Capital Outlay of the Ministry of Rehabilitation	4014–95
Demand No. 67—Ministry of Irrigation and Power	4095–4144
Demand No. 68—Multipurpose River Schemes	4096–4144
Demand No. 69—Miscellaneous Departments and Expenditure under the Ministry of Irrigation and Power	4096–4144
Demand No. 134—Capital Outlay on Multipurpose River Schemes	4096–4144
Demand No. 135—Other Capital Outlay of the Ministry of Irrigation and Power	4096–4144
Daily Digest	4145–46

No. 35—*Tuesday*, 3*rd April*, 1956

Papers laid on the Table	4147
Correction of Answer to Unstarred Question	4147
Demands for Grants	4148–4262
Demand No. 67—Ministry of Irrigation and Power	4148–4247
Demand No. 68—Multipurpose River Schemes	4148–4248

	Columns
Demand No. 69—Miscellaneous Departments and Expenditure under the Ministry of Irrigation and Power. . . .	4148-4248
Demand No. 134—Capital Outlay on Multipurpose River Schemes	4148-4248
Demand No. 135—Other Capital Outlay of the Ministry of Irrigation and Power	4148-42 8
Demand No. 47—Ministry of Health	4249-62
Demand No. 48—Medical Services	4249-62
Demand No. 49—Public Health	4249-62
Demand No. 50—Miscellaneous Expenditure under the Ministry of Health	4250-62
Demand No. 130—Capital Outlay of the Ministry of Health .	4250-62
Daily Digest .	4263-64

No. 36—Wednesday, 4th April, 1956

Paper laid on the Table	4265
Petitions *re*: Report of States Reorganisation Commission.	4265
Demands for Grants	4265-4396
Demand No. 47—Ministry of Health	4265-4318
Demand No. 48—Medical Services	4265-4319
Demand No. 49—Public Health	4265-4319
Demand No. 50—Miscellaneous Expenditure under the Ministry of Health	4265-4319
Demand No. 130—Capital Outlay of the Ministry of Health	4265-4319
Demand No. 101—Ministry of Works, Housing and Supply .	4320-96
Demand No. 102—Supplies	4320-96
Demand No. 103—Other Civil Works	4320-96
Demand No. 104—Stationery and Printing	4320-96
Demand No. 105—Miscellaneous Departments and Expenditure under the Ministry of Works, Housing and Supply . .	4321-96
Demand No. 143—New Delhi Capital Outlay	4321-96
Demand No. 144—Capital Outlay on Buildings	4321-96
Demand No. 145—Other Capital Outlay of the Ministry of Works, Housing and Supply	4321-96
Daily Digest	4397-98

No. 37—Thursday, 5th April, 1956

Demands for Grants	4399-4534
Demand No. 101—Ministry of Works, Housing and Supply .	4399-4417
Demand No. 102—Supplies	4399-4417
Demand No. 103—Other Civil Works	4399-4417
Demand No. 104—Stationery and Printing	4399-4417

	Columns
Demand No. 105—Miscellaneous Departments and Expenditure under the Ministry of Works, Housing and Supply	4399–4417
Demand No. 143—New Delhi Capital Outlay	4399-4418
Demand No. 144—Capital Outlay on Buildings	4399–4418
Demand No. 145—Other Capital Outlay of the Ministry of Works, Housing and Supply	4399–4418
Demand No. 87—Ministry of Production	4421–4534
Demand No. 88—Salt	4421–4534
Demand No. 89—Other Organisations under the Ministry of Production	4421–4534
Demand No. 90—Government Collieries	4421–4534
Demand No. 91—Miscellaneous Departments and Expenditure under the Ministry of Production	4422–4534
Demand No. 138—Capital Outlay of the Ministry of Production	4422–4534
Daily Digest	4535–36

No. 38—*Friday, 6th April,* 1956

Papers laid on the Table	4537–38
Estimates Committee—	
Twenty-fourth Report	4538
Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill	4538–39
Delay in distribution of Annual Reports of Certain Ministries	4539–41
Demands for Grants	4541–4616
Demand No. 87—Ministry of Production	4541–53
Demand No. 88—Salt	4541–53
Demand No. 89—Other Organisation under the Ministry of Production	4541–54
Demand No. 90—Government Collieries	4541–54
Demand No. 91—Miscellaneous Departments and Expenditure under the Ministry of Production	4541–54
Demand No. 138—Capital Outlay of the Ministry of Production	4541–54
Demand No. 78—Ministry of Natural Resources and Scientific Research	4555–4616
Demand No. 79—Survey of India	4555–4616
Demand No. 80—Botanical Survey	4555–4616
Demand No. 81—Zoological Survey	4555–4616
Demand No. 82—Geological Survey	4556–4616
Demand No. 83—Mines	4556–4616
Demand No. 84—Scientific Research	4556–4616
Demand No. 85—Exploration of oil and natural gas	4556–4616
Demand No. 86—Miscellaneous Expenditure under the Ministry of Natural Resources and Scientific Research	4556–4616
Demand No. 137—Capital Outlay of the Ministry of Natural Resources and Scientific Research	4557–4616
Child Sanyas Diksha Restraint Bill	4616

	Columns
Proceedings of Legislatures (Protection of Publication) Bill—	
Motions to consider and to refer to Select Committee	4616–59
Indian Penal Code (Amendment) Bill (Amendment of Section 429)—	
Motion to consider	4689–72
Daily Digest	4673–76

No. 39—Monday, 9th April, 1956

Paper laid on the Table	4677
Delay in distribution of Annual Reports of certain Ministries	4677–80
Demands for Grants	4680–4822
Demand No. 78—Ministry of Natural Resources and Scientific Research	4680–4702
Demand No. 79—Survey of India	4680–4703
Demand No. 80—Botanical Survey	4680–4703
Demand No. 81—Zoological Survey	4680–4703
Demand No. 82—Geological Survey	4680–4703
Demand No. 83—Mines	4680–4703
Demand No. 84—Scientific Research	4680–4703
Demand No. 85—Exploration of Oil and Natural Gas	4680–4704
Demand No. 86—Miscellaneous Expenditure under the Ministry of Natural Resources and Scientific Research	4680–4704
Demand No. 137—Capital Outlay of the Ministry of Natural Resources and Scientific Research	4680–4704
Demand No. 42—Ministry of Food and Agriculture	4705–4819
Demand No. 43—Forest	4705–4820
Demand No. 44—Agriculture	4705–4820
Demand No. 45—Civil Veterinary Services	4705–4820
Demand No. 46—Miscellaneous Departments and other Expenditure under the Ministry of Food and Agriculture	4705–4820
Demand No. 127—Capital Outlay on Forests	4706–4820
Demand No. 128—Purchases of Foodgrains	4706–4820
Demand No. 129—Other Capital Outlay of the Ministry of Food and Agriculture	4706–4822
Daily Digest	4823–24

No. 40—Tuesday, 10th April, 1956

Demands for Grants	4825–4958
Demand No. 70—Ministry of Labour	4826–4933
Demand No. 71—Chief Inspector of Mines	4826–4934
Demand No. 72—Miscellaneous Departments and Expenditure under the Ministry of Labour	4826–4934
Demand No. 73—Employment Exchanges and Resettlement	4826–4934
Demand No. 74—Civil Defence	4827–4934

COLUMNS

Demand No. 136—Capital Outlay of the Ministry of labour . 4827–4934
Demand No. 51—Ministry of Home Affairs 4935–58
Demand No. 52—Cabinet 4935–58
Demand No. 53—Delhi 4935–58
Demand No. 54—Police. 4936–58
Demand No. 55—Census 4936–58
Demand No. 56—Privy Purses and Allowances of Indian Rulers . 4936–58
Demand No. 57—Andaman and Nicobar Islands . . . 4936–58
Demand No. 58—Kutch 4936–58
Demand No. 59—Manipur 4937–58
Demand No. 60—Tripura 4937–58
Demand No. 61—Relations with States. 4937–58
Demand No. 62—Miscellaneous Departments and Expenditure under the Ministry of Home Affairs 4937–58
Demand No. 131—Capital Outlay of the Ministry of Home Affairs 4937–58

Daily Digest 4959–60

No. 41—Wednesday, 11th April, 1956

Committee on Private Members' Bills and Resolutions—
Forty-ninth Report . . 4961

Demands for Grants 4961–5110
Demand No. 51—Ministry of Home Affairs 4961–5110
Demand No. 52—Cabinet 4961–5110
Demand No. 53—Delhi 4961–5110
Demand No. 54—Police 4961–5110
Demand No. 55—Census 4961–5110
Demand No. 56—Privy Purses and Allowances of Indian Rulers . 4961–5110
Demand No. 57—Andaman and Nicobar Islands . . . 4961–5110
Demand No. 58—Kutch 4961–5110
Demand No. 59—Manipur 4961–5110
Demand No. 60—Tripura 4961–5110
Demand No. 61—Relations with States 4961–5110
Demand No. 62—Miscellaneous Departments and Expenditure under the Ministry of Home Affairs 4961–5110
Demand No. 131—Capital Outlay of the Ministry of Home Affairs 4961–5110

Daily Digest 5111–12

No. 42—Thursday, 12th April, 1956

	Columns
Demands for Grants	5113–5232
Demand No. 51—Ministry of Home Affairs	5113–28
Demand No. 52—Cabinet	5113–29
Demand No. 53—Delhi	5113–29
Demand No. 54—Police	5113–29
Demand No. 55—Census	5113–29
Demand No. 56—Privy Purses and Allowances of Indian Rulers	5113–29
Demand No. 57—Andaman and Nicobar Islands	5113–29
Demand No. 58—Kutch	5113–30
Demand No. 59—Manipur	5113–30
Demand No. 60—Tripura	5113–30
Demand No. 61—Relations with States	5113–30
Demand No. 62—Miscellaneous Departments and Expenditure under the Ministry of Home Affairs	5113–30
Demand No. 131—Capital Outlay of the Ministry of Home Affairs	5113–31
Demand No. 66—Ministry of Iron and Steel	5132–94
Demand No. 133—Capital Outlay of the Ministry of Iron and Steel	5132–94
Demand No. 1—Ministry of Commerce and Industry	5194–5232
Demand No. 2—Industries	5195–5232
Demand No. 3—Commercial Intelligence and Statistics	5195–5232
Demand No. 4—Miscellaneous Departments and Expenditure under the Ministry of Commerce and Industry	5195–5232
Demand No. 113—Capital Outlay of the Ministry of Commerce and Industry	5195–5232
Papers laid on the Table	5182
Daily Digest	5233–34

No. 43—Saturday, 14th April, 1956

Correction of Answer to Short Notice Question	5235–37
Demands for Grants	5237–5303
Demand No. 1—Ministry of Commerce and Industry	5237–5303
Demand No. 2—Industries	5237–5303
Demand No. 3—Commercial Intelligence and Statistics	5237–5303
Demand No. 4—Miscellaneous Departments and Expenditure under the Ministry of Commerce and Industry	5237–5303
Demand No. 113—Capital Outlay of the Ministry of Commerce and Industry	5237–5303
Committee on Private Members' Bills and Resolutions—Forty-ninth Report	5303–04

	Columns
Resolution *re*: Appointment of a Committee on Industrial and Commercial State Undertakings	5304–56
Resolution *re*: Nationalisation of Banks	5356
Daily Digest	5357–58

No. 44—Monday, 16th April, 1956

Motion for Adjournment—	
Alleged Lathi Charge by Delhi Police.	5359–65
Business of the House	5365–66
President's Assent to Bill	5366
Life Insurance Corporation Bill	5366
Demands for Grants—	5366
Demand No. 1—Ministry of Commerce and Industry	5366–5498
Demand No. 2—Industries	5366–86
Demand No. 3—Commercial Intelligence and Statistics	5366-86
Demand No. 4—Miscellaneous Departments and Expenditure under the Ministry of Commerce and Industry	5366–86
Demand No. 113—Capital Outlay of the Ministry of Commerce and Industry	5366–86
Demand No. 17—Ministry of Education	5366–86
Demand No. 18—Archaeology	5387–5482
Demand No. 19—Other Scientific Departments	5387–5483
Demand No. 20—Education	5387–5483
Demand No. 21—Miscellaneous Departments and Expenditure under the Ministry of Education	5387–5483
Demand No. 118—Capital Outlay of the Ministry of Education	5388–5483
Demand No. 26—Ministry of Finance	5388–5483
Demand No. 27—Customs	5484–98
Demand No. 28—Union Excise Duties	5484–98
Demand No. 29—Taxes on Income including Corporation Tax and Estate Duty	5484–98
Demand No. 30—Opium	5484–98
Demand No. 31—Stamps	5485–98
Demand No. 32—Payment to other Governments, Departments etc. on account of the Administration of Agency Subjects and Management of Treasuries	5485–98
Demand No. 33—Audit	5485–98
Demand No. 34—Currency	5485–98
Demand No. 35—Mint	5485–98
Demand No. 36—Territorial and Political Pensions	5486-98
Demand No. 37—Superannuation Allowances and Pensions	5486-98
Demand No. 38—Miscellaneous Departments and other Expenditure under the Ministry of Finance	5486–98

	Columns
Demand No. 39—Grants-in-aid to States	5486–98
Demand No. 40—Miscellaneous Adjustments, between the Union and State Governments	5487–98
Demand No. 41—Pre-partition Payments	5487–98
Demand No. 120—Capital Outlay on the India Security Press	5487–98
Demand No. 121—Capital Outlay on Currency and Coinage	5487–98
Demand No. 122—Capital Outlay on Mints	5487–98
Demand No. 123—Commuted Value of Pensions	5488–98
Demand No. 124—Payments to Retrenched Personnel	5488–98
Demand No. 125—Other Capital Outlay of the Ministry of Finance	5488–98
Demand No. 126—Loans and Advances by the Central Government	5488–98
Daily Digest	5499–5500

No. 45, Tuesday, 17th April, 1956

Business Advisory Committee—	
Thirty-second Report	5501
Correction of Answers to Starred Questions	5501–04
Demands for Grants	5504–5612
Demand No. 26—Ministry of Finance	5504–5603
Demand No. 27—Customs	5504–5603
Demand No. 28—Union Excise Duties	5504–5603
Demand No. 29—Taxes on Income including Corporation Tax and Estate Duty	5504–5603
Demand No. 30—Opium	5504–5604
Demand No. 31—Stamps	5504–5604
Demand No. 32—Payments to other Governments, Departments etc. on account of the Administration of Agency Subjects and Management of Treasuries	5504–5604
Demand No. 33—Audit	5504–5604
Demand No. 34—Currency	5504–5604
Demand No. 35—Mint	5504–5604
Demand No. 36—Territorial and Political Pensions	5504–5604
Demand No. 37—Superannuation Allowances and Pensions	5504–5605
Demand No. 38—Miscellaneous Departments and other expenditure under the Ministry of Finance	5504–5605
Demand No. 39—Grants-in-aid to States	5504–5605
Demand No. 40—Miscellaneous Adjustments, between the Union and State Governments	5504–5605
Demand No. 41—Pre-partition Payments	5504–5605
Demand No. 120—Capital Outlay on the India Security Press	5504–5605
Demand No. 121—Capital Outlay on Currency and Coinage	5504–5606

	COLUMNS
Demand No. 122—Capital Outlay on Mints	5504–5606
Demand No. 123—Commuted Value of Pensions	5504–5606
Demand No. 124—Payments to Retrenched Personnel	5504–5606
Demand No. 125—Other Capital Outlay of the Ministry of Finance	5504–5607
Demand No. 126—Loans and Advances by the Central Government	5504–5607
Demand No. 63—Ministry of Information and Broadcasting	5607–10
Demand No. 64—Broadcasting	5607–10
Demand No. 65—Miscellaneous Departments and Expenditure under the Ministry of Information and Broadcasting	5607–10
Demand No. 132—Capital Outlay on Broadcasting	5607–10
Demand No. 75—Ministry of Law	5607–10
Demand No. 76—Administration of Justice	5607–11
Demand No. 77—Miscellaneous Expenditure under the Ministry of Law	5607–11
Demand No. 106—Department of Atomic Energy	5607–11
Demand No. 107—Atomic Energy Research	5607–11
Demand No. 146—Capital Outlay of the Department of Atomic Energy	5607–11
Demand No. 108—Department of Parliamentary Affairs	5607–12
Demand No. 109—Lok Sabha	5607–12
Demand No. 110—Miscellaneous Expenditure under the Lok Sabha	5607–12
Demand No. 111—Rajya Sabha	5607–12
Demand No. 112—Secretariat of the Vice President	5607–12
Finance Bill—	
Motion to consider	5612–20
Daily Digest	5621–22

GIPN—S. V—45 Lok Sabha/56—5-4-57—840.

Gazettes & Debates Section
Parliament Library Building
Room No. FB-025
Block 'G'
Acc. No. 25550
Dated 11.3.2015

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

LOK SABHA

Tuesday, 3rd April 1956

The Lok Sabha met at Half Past Ten of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

11-48 A.M.

PAPER LAID ON THE TABLE

STATEMENT SHOWING ACTION TAKEN BY GOVERNMENT ON CERTAIN ASSURANCES GIVEN DURING DISCUSSION ON DELHI PREMISES (REQUISITION AND EVICTION) AMENDMENT BILL

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table a copy of the statement showing the action taken by the Government on certain assurances given on the 29th September, 1951, during the discussion on the Delhi Premises (Requisition and Eviction) Amendment Bill. [*Placed in Library, See* No. S—115/56]

CORRECTION OF ANSWER TO UNSTARRED QUESTION

The Deputy Minister of Railways and Transport (Shri Alagesan): It is regretted that, owing to some misapprehension, the cost of production of a locomotive at Chittaranjan, as furnished in reply to part (b) of Unstarred Question No. 390 put by Shri S. N. Das on the 17th August, 1955, was not quite correct. Instead of Rs. 4·81 lakhs, it should be Rs. 5·10 lakhs approximately.

It is requested, therefore, that the reply to part (b) of the question may be replaced by the following:

"(b) Rs. 5·10 lakhs approximately."

*DEMANDS FOR GRANTS—*Contd.*

Mr. Speaker: The House will now resume further discussion of the Demands for Grants relating to the Ministry of Irrigation and Power. Out of 7 hours allotted for the Demands of this Ministry, 2 hours and 9 minutes have already been availed of and 4 hours and 51 minutes now remain.

Shri N. R. Muniswamy will now continue his speech. Before that I would like to ask the hon. Minister how much time he will require for his reply.

The Deputy Minister of Irrigation and Power (Shri Hathi): About 45 minutes.

Mr. Speaker: Three-quarters of an hour. All right. Shri Muniswamy may continue his speech.

Shri N. R. Muniswamy (Wandiwash): Yesterday I was stating the position with regard to the progress that this Ministry has been making and the achievements so far arrived at. Now I shall deal with certain aspects of these Demands.

The Irrigation and Power Ministry has two major wings for increasing the production of food and agricultural operations. These two aspects should be attended to with proper care. I find in the First Plan that major projects have been located in certain areas without taking into consideration the availability of land and water resources of the country. Having taken up such projects, they have to be completed. Most of them have now reached the stage of completion and we are now awaiting the Second Five Year Plan. We are on the third day of the Second Five Year Plan. The Second Plan has envisaged a better sort of projects with a view to see that they are diversified and distributed all over the country. They are in the nature of medium and small size projects. I am happy to find that after this period of five years is over it is expected that the production would almost have doubled.

In this connection, I wish to make one small observation which may be very useful for this Ministry. After these projects are finished, it looks as though they would enhance the water rates on a commercial basis and the money would be realised from the peasants. The water rates should not be revised in that fashion as

*Moved with the recommendation of the President.

[Shri N. R. Muniswamy]

the peasants would all the more feel difficult to pay the water rates. The betterment levy which is likely to be levied in all these areas is an additional burden and is intended to be put on the farmers so that they may not be able to get proper returns for their labour in agricultural operations. I learn from the reports that have been circulated to the Members that six zones have been set apart for the assessment of the irrigation potential in the country. Some zones have already submitted their reports and they are under the active consideration of the Government. Taking into consideration the water resources as well as the availability of land in these six zones, they should be integrated so that the water that is being harnessed in one part of the country would find its way to the other part of the country by some sort of an arrangement. Therfore, these six zones must ultimately be integrated by certain channels connecting them.

Let me point out that the allotment of Rs. 900 crores under the Second Plan is really fifty per cent more than what they had allotted in the First Plan. Still, I say that they have not given proper thought to the scarcity areas where, we know, even if there is rain, we are not able to harness the water. There are hundreds of tanks and wells and rivers. Those rivers are almost dead in the sense that there is no water. There are two important aspects relating to these scarcity areas. What is the extent of land available in these areas and what is the sub-soil water that is available? Just as you take into consideration the water requirements of a place before launching on any project there, so also, one must take into consideration the availablity of sub-soil water in that area. The rain is irregular. Where there is shortage or failure of rains, we will have to undertake an assessment of the sub-soil water resources in that area and we have to construct or sink tube wells.

I come from an area of Madras State —North Arcot and Chingleput districts —an area where there is want of water. The Palar river that flows there is almost dead; there is no water. There is some difference between Madras and Mysore but that is a separate thing and I cannot deal with it here. The river has to be examined from the point of view as to whether any tube wells could be constructed there. About 20,000 acres of land lying on both sides of the Palar river could be irrigated if that is done. The peasants really do not want to be given money. If irrigation facilities are gievn they are more than satisfied. One tube-well costs about Rs. 25,000 and by sinking a few crores of rupees in that area, I am sure, you need not have any reservoirs so far as those two districts are concerned. The last drop of water in the Cauvery and other regions has been examined. But so far as this area is concerned, they know that it is a scarcity area and still no thought has been given.

Supposing tube wells not at all feasible or possible in that area, at least power lines may be given to them. There are about twenty thousand wells in these two districts and about 40,000 acres of land would be cultivated if power line is given. It is an acute scarcity area. They can at least try to lift water and see how they can manage if power line is given. Each peasant has now to invest not less than Rs. 1,000 to irrigate two acres. A pair of bullocks serve for baling purposes, they are also worn out and ultimately the peasant has again to enter into debts. Even though credit operations are extended to the villages, he is not able to repay the loan. Instead of the projects that you are thinking of in the Second Plan spread over the entire country, it is better if power lines are given; they can certainly make use of those lines and see how they can help national production.

I come to electrification of the rural parts. Much has been said by the previous speakers about this. The target that has now been fixed is ten thousand villages; very shortly, in the course of the Second Plan, these villages will be electrified. Whether it is ten thousand villages or less, there is one essential aspect. We should see that they are given electric energy not only for home consumption. Before dealing with the industrial development or the development of small-scale industries that have come up in the rural parts, in which case also electricity is quite essential, it is better that we give electricity to those people who have got wells. With the assistance of the water that is available in that area they can produce more foodgrains.

12 NOON

Another thing which I wish to bring to the notice of this Ministry is this. We are all aware that India largley depends upon agricultural production. It is not as though the wealth of the country is known more by the industrial production. So far as India is concerned, I should say, being eminently an agri-

cultural country, it is from the larger production of foodgrains that we can know the index of the economic development in our country. Irrigation and power happen to be the two main wings of food and agriculture. Therefore, with a view to have greater production in food and agriculture we have to see that the supply of power is doubled. Though it has been said that the per capita consumption is likely to be increased by about cent per cent—from 25 units to 50 units—still I would say that the per capita consumption should not be concentrated only in certain areas.

I would suggest that power, which ought to be distributed all over the country, should be supplied like this. A village which is within a radius of five miles should necessarily have power supplied to that village. It is not as though each village has to look up to anything for everything. I find in the lower rung that large amounts have been given by way of loans to State Governments, especially to these scarcity areas by way of loans repayable within a period of 30 years or interest-free loans for a period of 5 years. Still, when the actual money is distributed, I find that the money is not equally distributed in that area. No machinery has been set apart to see whether the money has been really distributed and it has been utilised.

So far as Madras is concerned, I find that they take their own time. Whatever money is being given to the Madras Government, they do not utilise it. Of course, they find other difficulties also. There is non-availability of materials, meters, insulators, transformers and so many other things. But, one can easily visualise the difficulties due to shortage of materials. I would, therefore, like to say that, though these materials are wanting in certain areas, priority must be given to village parts rather than urban areas. Unless the village area is developed by giving greater facilities in regard to irrigation and supply of power, we may not be able to make any great progress in our country. When one section of the people or one section of the country is backward, we cannot say that India as a whole is making progress.

In this present set-up of socio-economic development, one has to see that equitable distribution is there throughout the country instead of concentrating in one particular place.

So far as these scarcity areas are concerned, the present budget provision is only about Rs. 4 crores. I should say that this is a drop in the ocean. This sum of Rs. 4 crores set apart for the entire scarcity areas, I should say, is very inadequate. Unless we see that this amount is increased, it is not possible for us to achieve our targets.

Another thing is, no such separate item has been included in the Plan period excepting that the scarcity areas have been taken as a continuing scheme. Schemes held over from the early part of the year have been taken on to successive years. This will, of course, satisfy some parts of the country. But, unless it finds a place in the Second Five Year Plan as a separate item to be dealt with, I feel that proper attention may not be possible to be adverted to it by the officials of the Ministry. Therefore, I would request that this may be included in the Second Five Year Plan as a separate item. So far as these areas are concerned, unless we take into account the availability of land and sub-soil water resources and see that money is allotted and utilised, we may not be able to make any progress. This should be done, otherwise this will be almost a black dot in the entire set-up of India. Unless progress is made in this part of the country, it won't be diversified improvement all over the country.

Shri Balakrishnan (Erode-Reserved-Sch. Castes): Mr. Speaker, before I submit my suggestions in respect of my State, I would like to say a few words appreciating the achievements of the Irrigation and Power Ministry. When I remember the days when our people used to stand in big lines to get six ounces of ration, it is a miracle, it is a dynamic change, that has taken place in our country. Our country has come to a position to export foodgrains to other countries within a few years, because of the wonderful achievement of the Irrigation and Power Ministry.

Yesterday, one hon. Member said that Bhakra-Nangal has become a pilgrim centre. Yes. Bhakra-Nangal has become a pilgrim centre not only to Indians but to the whole universe.

But, when I think about my Madras State, I am not happy, because Madras State has not sufficiently benefited under the First Five Year Plan. We are still deficit in the matter of foodgrains and power supply. Today we have a cut in the supply of electric energy. There is also scarcity of irrigated water in some places. In Madras State there is no big irrigation scheme like the Tungabhadra Scheme, Hirakud or Damodar Valley. Our schemes are very very small and

[Shri Balakrishnan]

minor schemes. There are about 300 small schemes and a few major schemes. Even these few schemes were not taken up in the First Five Year Plan. There are many schemes to be included in the Second Five Year Plan. I would like to suggest a few schemes which should be included in the Second Five Year Plan.

Paraumbikkulam and Upper Aliyar Reservoir Scheme is an important scheme which will benefit nearly 2 lakhs of acres in Coimbatore District and 21,000 acres in Travancore-Cochin State. Another scheme is the Upper Periyar Scheme. This is a scheme which will benefit nearly two lakhs of acres in Ramanathapuram and Madura Districts. You know, Sir, the calamity which took place recently in Ramanathapuram District. A horrible cyclone struck that District and almost all the irrigation resources were damaged. Famine is also prevailing in Ramanathapuram District. It is a backward District in Tamil Nad. So, this scheme is more important and I would request the Government to include this scheme in the Second Five Year Plan.

Another scheme I would suggest to be included in the 2nd Plan is the Palar-Porundalar Scheme in Palni Hills. This is an unfortunate scheme, because this scheme is hanging in the air from 1902. In 1902, a survey was made of the scheme. Then another survey was also taken in the year 1948. All the preliminary arrangements were made to take up the scheme for execution, but unfortunately since there was some difference of opinion among the ryots about the canal site, for that simple reason, this scheme was postponed. This scheme will benefit about 20,000 acres in Palni taluk. Palni taluk is mostly an underdeveloped taluk. So this scheme is very important and I request the Government to include it in the Second Five Year Plan.

Another scheme is the Pullambadi scheme. This scheme will bring 22,000 acres under irrigation. Apart from the 22,000 acres, nearly 35 tanks also will be benefited through this scheme. So, this scheme is also very important and I request the Government to include it in the second Five Year Plan.

Regarding electric power, the Planning Commission is aware of the deficit in Madras State. Even today, we have a 25 per cent cut in the supply of electricity in Madras State. People are inconvenienced with this cut and the Government is not in a position to meet the demand because the supply is not sufficient to meet the requirements. So, the Madras Government recommended to the Centre to include the Kunda and Periyar electricity schemes even in the first Five Year Plan itself, but unfortunately the Kunda scheme was not included in the first Five Year Plan. The Kunda scheme is more important. Only this scheme can give electric power in Madras State. So I request the Government that under the Second Five Year Plan, firstly priority should be given to the Kunda scheme.

Regarding the minor irrigation schemes, you know that irrigation in the Madras State is mainly carried on through the minor irrigation schemes and tanks. There are several hundered tanks which are still kept without repairs. So, I request the Government to get these tanks repaired under the Improvement of Scarcity Areas Schemes in the Madras State. These minor irrigation schemes also should be included in the Second Five Year Plan so that the Madras State could benefit by the second Plan.

Shri R. S. Diwan (Osmanabad): From my experience in the Marathwada region of Hyderabad State and from the literature and summary of work placed by the Minister yestarday and from some of the figures given yesterday by the Minister, I feel that the Ministry is more interested in bigger projects and least interested in the medium and minor projects. I am not against bigger projects. They have their importance, but, all the same, there is the other side also. If you look to the bigger projects that are going on today you will find the majority of them are situated in a belt or a region of earthquakes. Secondly, the places where they are situated are vulnerable spots from the strategic point of view. But the case of the medium and minor projects is quite different. You can tap them wherever possible and from every nook and corner of the country. You can take the Plan to every individual in the country and you can make him plan-minded with regard to the medium and minor projects. So, this thing seems to have been uncared for and neglected by the Ministry altogether.

Take the case of Marathwada. Leaving aside big rivers, is there not a single brook the waters of which could not be tapped in Marathwada. Marathwada could have been benefited this way, but

it was not given a single scheme, neither minor nor medium, in the first Five Year Plan. The Marathwada M.P.s, M.L.A.s and other representatives met together, represented the matter, waited upon the Minister in deputation and submitted memoranda. Then they were told that the Purna project will be included in the first Five Year Plan. The survey and estimate and all the papers of the Purna project travelled from Hyderabad to Bombay several times and still, in the first Five Year Plan they could not give us the Purna project. To wipe our tears, they sanctioned as a concession to us Rs. 36 lakhs for bunding and soil conservation. But the Hyderabad Government was so kind enough as not to spend even 50 per cent of that money—this Rs. 36 lakhs—for soil conservation. This is the fate of the Marathwada area, which we meet at the hands of the State Government as well as the Central Government.

Then again, the Marathwada M.P.s, M.L.A.s and others met. A second memorandum was drafted. They waited upon the Minister in deputation at the State level as well as at the Central level, and then the authorities said that some schemes would be granted in second Five Year Plan. They say that this Purna scheme is a major scheme or project. The State Government recommended this project but the Central Government did not include it in the first Five Year Plan but in second. Further, the Central Government was not kind enough to grant all the medium-sized projects suggested by the State Government. They granted only three projects.

The situation today is, our area is being transferred to the Maharashtra area. Whatever projects or whatever schemes are begun today will only be taken up by the future Government in the next five years. If no scheme is begun today, we shall have a starve for the next five years together. That is the situation. The second Five Year Plan is mainly devoted to the industrialisation of the country. Now, in the Marathwada area, because there are no projects there is no electricity. Because there is no electricity there cannot be any industry. This is the fate of Marathwada region. I request the Government that they should not neglect the different regions of the country. If at all they want to develop every nook and corner of the country, they have to care for every region, in whatever State it is.

I might point out here that the Hyderabad State Government has suggested several medium-sized projects in Marathwada. We will give a list of the medium-sized projects suggested by the Hyderabad Government, to the Planning Commission. I request that they should consider those projects.

Secondly, they are going to take up the Devanur project. In the Devanur project, with a pick-up just below it, they can irrigate about 60,000 acres of Marathwada region in the Nanded district. Then again, at Kavalaguda, if they build a dam, that dam can give us electricity in the Nanded district of the Marathwada area. Further, at the confluence of Sindpana and Godavari, just near Shahgad in the Aurangabad district, they can tap the waters and thus benefit the Marathawada region to a tremendous extent.

The same is the case with power, in respect of this Ministry. As they have neglected the minor and medium-sized projects everywhere, they have neglected rural electrification also. About 2 or 3 years ago, they had sanctioned Rs. 47 lakhs for rural electrification in the Hyderabad State. But, the Hyderabad State Government was not able to spend a single pie during these three years on rural electrification, out of the grants given by the Central Government. So, they have to take care to see whether the money given by the Central Government has been spent rightly or not and whether it is spent equitably or not. Only if this vigilant control over the expenditure of the money that is given by the Centre to the States is kept, the masses would be benefited.

We have seen here yesterday the hon. Minister gave us a summary of the bigger irrigation projects as well as the thermal and hydro-electric plants erected at so many places. We read in the papers that an atomic energy station also is being erected somewhere in Bombay. I do not know whether the atomic energy station has got any connection with the Irrigation Ministry or not. What I say is, the bigger schemes are taken up by our people and the smaller schemes are neglected. As regards the atomic energy station, I may say that there is difference of opinion among the scientists and technicians. Why should we take these risks by means of which .....

Mr. Speaker: Is it part of the irrigation programme ?

Shri R. S. Diwan: This is going to give us power in course of time.

Mr. Speaker: No, no. Is it based on irrigation ?

Shri R. S. Diwan: Irrigation and Power are there. If at all I am to speak on the subject of power, I may say something about it now. Even if this Ministry is not concerned, it is concerned with humanity and our nation. By erecting this atomic energy station, about which we do not know much, we shall be unleashing such a danger of which we are quite ignorant. Why go in for that? We are supposed to be and we claim ourselves to be followers of Mahatma Gandhi. At the topmost of our voice we are crying for peace in the world. We say that we are neutral. We are trying to establish peace in the world. Why go in for such a station which the warmongering nations have erected? Let us show ourselves to be neutral and peaceful as we were before and as we pose ourselves to be. We should not start such schemes which are not immediately beneficial to the nation. I would request the Government that, with respect to power and irrigation schemes they should take up minor and medium-sized schemes simultaneously with the bigger schemes. I am not against—let me repeat —I am not against the bigger schemes. By means of these smaller schemes, you are going to take the Plan to the homes of the farmers and make them plan-minded.

श्री आर० एन० सिंह (जिला गाजीपुर पूर्व व जिला बलिया-दक्षिण-पश्चिम): अध्यक्ष महोदय, मैं आपके द्वारा मंत्री महोदय के ध्यान में कुछ बातें लाना चाहता हूं ।

पहली बात तो यह है कि मैं जिस जगह से आता हूं, जिन जिलों का मैं प्रतिनिधित्व करता हूं, वे हैं उत्तर प्रदेश के पूर्वी जिले और वहां पर सबसे बड़ा प्राब्लेम (समस्या) जो है, सबसे बड़ी समस्या जो है, वह बाढ़ की है। परन्तु पेशतर इसके कि मैं वहां की बाढ़ के सम्बन्ध में कुछ कहूं मैं कुछ और बातों पर और खास तौर पर कुछ प्राजैक्टस (परियोजनाओं) पर अपने विचार प्रकट करना चाहूंगा । यद्यपि इन प्राजैक्टस के सम्बन्ध में मुझे बहुत कुछ नहीं कहना है परन्तु मैं मंत्री महोदय को बतलाना चाहता हूं कि कुछ प्राजैक्टस बन चुकी और उनकी ओपनिंग सैरेमनी (उद्घाटनसमारोह) हो चुकी लेकिन फिर भी उनसे कुछ लाभ किसानों को नहीं हो रहा है मिसाल के तौर पर मैं तुंगभद्रा प्राजैक्ट को ही आपके सामने पेश करता हूं । यह प्राजैक्ट १९५३ में बन गई थी । मेरी बगल में मेरे मित्र श्री शिवमूर्ति स्वामी जी बैठे हुए हैं और उन्होंने मुझे बताया है कि यद्यपि यह प्राजैक्ट बन चुकी है लेकिन फिर भी वहां पर किसानों को इस प्राजैक्ट से कोई लाभ नहीं हो रहा है और जो सुविधायें उनको मिलनी चाहियें वे नहीं मिल रही हैं । खेतों की सिंचाई के लिये उन्हें पानी नहीं दिया जा रहा है । अभी तक नालियां या छोटी-छोटी नहरें नहीं बन पाई हैं और यही कारण है कि उनको कोई लाभ नहीं पहुंच रहा है ।

दूसरी बात इस सम्बन्ध में मैं यह कहना चाहता हूं कि वहां से जिन लोगों को उटाया गया है उनको अभी तक कोई आर्थिक सहायता नहीं दी गई है । इसका नतीजा यह हो रहा है कि वे बेचारे बहुत बुरी हालत में हैं । इस सम्बन्ध में मैं और ज्यादा न कहते हुए यही कहना चाहता हूं कि उनको मुआवजा जल्दी से जल्दी दिया जाये । मेरे मित्र शिवमूर्ति स्वामी जी कई बार इसके बारे में कह चुके हैं और वहां की जो जनता है उसने भी आपको काफी पत्र लिखे हैं ।

अब मैं रिहांड स्कीम के बारे में कुछ कहना चाहता हूं । यह स्कीम अभी तक कुछ पता नहीं कि कब तैयार होगी । यद्यपि यह कहा गया है कि १९६१ तक यह तैयार हो जायेगी और पूर्वी जिलों को तथा विन्ध्य प्रदेश और बिहार के कुछ भागों को इससे लाभ पहुंचेगे । लेकिन यह तो भविष्य की बात है, पता नहीं आप की यह उम्मीदें पूरी होती भी हैं या नहीं । आज भी जो कुछ छोटे-छोटे काम उन जिलों में हुए हैं, उनसे भी गरीब किसानों को, गरीब जनता को कोई लाभ नहीं पहुंचा है । टयब वेल कुछ लगे हैं और आपने कुछ स्कीमें बिजली पहुंचान की भी बनाई हैं और बिजली दी भी है। लेकिन मुझे दुख के साथ कहना पड़ता है कि आपके कारखानों के द्वारा जो बिजली पैदा होती है वह इतनी महंगी होती है कि एक गरीब आदमी, एक गरीब किसान, एक छोटा सा रोजगारी, उससे कोई लाभ नहीं उठा सकता है । खर्चा क्यों ज्यादा पड़ता है यह मैं आपको नहीं बतलाना चाहता, इस चीज को आप खुद ही जानते हैं । अगर आप नहीं जानते हैं तो मैं आपसे यही कह सकता हूं कि आप मंत्री पद से हट कर यहां एक मैम्बर की हैसियत से यदि बैठें तो आपको मालम हो जायेगा कि इतना अधिक खर्चा क्यों पड़ता है । मैं यह भी नहीं कहना चाहता कि वहांपर करप्शन (भ्रष्टाचार) होती है, रुपया इधर उधर किया जाता है, यह आपको मालूम ही है ।

अब जो सिंचाई के लिये किसानों को पानी दिया जाता है, उसकी दर भी बहुत ऊंची रखी

गई है जिसका नतीजा यह होता है कि किसान उसका भी जितना फायदा उन्हें उठाना चाहिये नहीं उठा पाते हैं । किसानों को जो सिंचाई के लिये पानी मिलता है वह सस्ती दरों से मिलना चाहिये ये गरीब लोग हैं इनके पास पैसा नहीं है और जो सबसे जटिल समस्या है और जो सबसे जरूरी भी है वह इन गरीब किसानों की ही है । यही वे लोग हैं जिन पर आप बोझ लादते जा रहे हैं और तरह तरह के टैक्स लगाते जा रहे हैं । इन्हीं लोगों से आपको आमदनी होती है, चाहे उस आमदनी को करने के लिये आप उनसे सीधे टैक्स ले लें, चाहे घुमा फिरा कर लें, इनका सारा बोझ उन्हीं पर पड़ता है । तो मैं आपसे यह अनुरोध करूंगा कि आप कम से कम उनके लिये जो चीजें दें, वह सस्ती दें जिससे कि वह आपका जो टैक्सों का बोझ होता है, उसको भी वह सम्हाल सकें और आपकी सहायता भी करते रहें । अब मैं इसके सम्बन्ध में अधिक नहीं कहना चाहता ।

मैं आपसे अब अपने पूर्वी जिलों के सम्बन्ध में कुछ कहना चाहता हूं । जो ट्यूबवेल्स और प्राजेक्ट्स वहां पर बन चुके हैं, ठीक है, बनना चाहिये, उससे मेरा कोई विरोध नहीं है लेकिन मैं यह कहे बगैर नहीं रह सकता कि पूर्वी जिलों में हालांकि कुछ काम किया गया है और सरकार का ध्यान उधर गया है, तब भी पश्चिमी जिलों या और देश के जो दूसरे प्रान्त हैं, उनकी अपेक्षा वे पिछड़े हुए हैं । मेरी समझ में नहीं आता कि आज जब अपने देश की सरकार कायम है, तब भी हमारी अपनी सरकार की मनोवृत्ति उन्हीं अंग्रेजों की तरह से है जो कि वे पूर्वी जिलों के सम्बन्ध में रखते थे । अंग्रेजों के राज्यकाल में फैजाबाद और पटना के बीच जो विस्तृत भू-भाग है, वह हमेशा उपेक्षित रहा है और उनके शासनकाल में इस क्षेत्र की उन्नति करने के लिये कोई कार्य नहीं किया गया । देश के अन्दर जहां भी आपको मजदूर या कुली मिलेंगे, इन्हीं क्षेत्रों से आपको मिलेंगे और विशेष करके उत्तर प्रदेश के देवरिया, गोरखपुर, आजमगढ़, बलिया और गाजीपुर आदि स्थानों से आपको ज्यादा तादाद में कुली मिलते है । कारण इसका क्या है? इसका कारण यह है कि वहां पर कोई ऐसी चीज नहीं है जिससे कि वहां पर काम धंधा करके लोग अपनी गुजर बसर कर सकें । उनके पास कोई ऐसा साधन नहीं जिससे कि वह अपनी खेतीबाड़ी कर सकें । यह सब समस्यायें वहां की हैं और आज भी मैं देखता हूं कि हमारी अपनी सरकार की दृष्टि उन्हीं अंग्रेजों की तरह है और पूर्वी जिलों की तरफ उसका ध्यान बहुत कम गया है । मैं यह मानता हूं कि कुछ ध्यान सरकार का उधर गया है लेकिन और जगह की अपेक्षा कम गया है ।

अब मैं बाढ़ के सिलसिले में कुछ कहना चाहता हूं । मैं कई बार इसको कह चुका हूं कि अगर आप हिन्दुस्तान का नक्शा उठा कर देखेंगे तो आप पायेंगे कि जिन पूर्वी जिलों के सम्बन्ध में मैंने निवेदन किया है, उन्हीं जिलों में सारी नदियां करीब करीब जा कर के मिलती हैं और वहां पर जुलाई और अगस्त मास में आपको एक बहुत बड़ा विस्तृत समुद्र की तरह का जल का क्षेत्र दिखाई देगा और उसका कारण यह है कि जितनी नदियां हैं वे सब वर्षाकाल में वहां पानी ले जा कर इकट्ठा करती हैं । पटना के पश्चिम में और यहां आपके बनारस क्यों कहूं गाजीपुर और बलिया के पूर्व में गंगा, घाघरा, छोटी सरयू, गंडक, बड़ी सरयू और सोन इत्यादि नदियां जा कर मिलती हैं और वहां उनका पानी इकट्ठा होता है । मैं अपन मंत्री महोदय से यह निवेदन करूंगा कि उन क्षेत्रों की जनता को जो इस बाढ़ की भयंकर समस्या का प्रति वर्ष सामना करना पड़ता है, उसके ऊपर ध्यान दिया जाय और उसके निवारण के लिए विचार किया जाय । अगर आपके पास उसके लिये विशेषज्ञ न हों, तो आप दूसरे देशों से विशेषज्ञ मंगा सकते हैं और आप इस काम के लिये बुलाइये और जैसे भी हो इस बाढ़ की भयंकर समस्या से वहां की जनता को राहत दिलवाइये ।

इसके साथ-साथ मैं यह भी कहूंगा कि घाघरा प्राजेक्ट के लिये यहां पर कई बार कहा गया, पार साल भी कुछ कहा गया था और आज भी उसके सम्बन्ध में हालांकि अभी तो किसी साथी ने नहीं कहा लेकिन मैं कहता हूं कि घाघरा प्राजेक्ट बनना चाहिये और उसके बन जाने से सिंचाई की एक बहुत बड़े क्षेत्र में अच्छी व्यवस्था हो जायगी ।

श्री बी० बी० पांडे (जिला अलमोड़ा उत्तर पूर्व): बन रहा है ।

श्री आर० एन० सिंह : जो रिपोर्ट हमें मिली है उसमें तो इसका कहीं जिक्र नहीं है और कहीं लिखा हुआ नहीं मालूम होता कि जिससे यह कहा जा सके वहां पर किस तरह का कार्य हो रहा है और मैं तो समझता हूं कि यदि उसके सम्बन्ध में विचार हुआ होता तो रिपोर्ट में जरूर उसके सम्बन्ध में कुछ लिखा हुआ होता ।

[श्री आर० एन० सिंह]

बाढ़ के लिए आवश्यक व्यवस्था करने के अतिरिक्त में यह कहूंगा कि इस क्षेत्र का सर्वे कराया जाय कि क्या ऐसी बात है जिसके कि कारण यहां पर इतनी नदियां मिलती हैं तो भी उन नदियों से उन जिलों को कोई लाभ नहीं होता बल्कि नुकसान ही होता है ।

दूसरी बात मैं फैजाबाद, बनारस और गोरखपुर इन तीनों डिवीजनों के बारे में यह कहना चाहूंगा कि इन के गांवों की संख्या करीब-करीब ४७,००० है और इन ४७,००० गांवों में से करीब-करीब २२,००० गांव ऐसे हैं जिनको कि बाढ़ से क्षति पहुंचती रहती है। और उनके सम्बन्ध में मैं निवेदन करूंगा कि कमसे कम इन तीन डिवीजनों की ओर जो कि बाढ़से सबसे अधिक क्षतिग्रस्त होते हैं, उनको इस आपत्ति से छुटकारा दिलाने के लिये कोई समुचित प्रबन्ध अथवा व्यवस्था की जाय । इसके अतिरिक्त इन बाढ़ग्रस्त इलाकों की जनताको सरकार की ओर से सहायता पहुंचाने की आवश्यकता है । मैं मानता हूं कि आपकी ओर से कुछ सहायता दी जाती है और वह सहायता उत्तर प्रदेश की सरकार की मार्फत दी जाती है और यह उचित भी है कि यह सहायता आप इन्हीं के द्वारा दें लेकिन मैं यह चाहूंगा कि उसमें ऐसी व्यवस्था होनी चाहिये जिससे जो क्षेत्र वास्तव में बाढ़ग्रस्त हैं और जहां की जनता को बाढ़ से क्षति पहुंची है, उनको ही वह सहायता दी जाय ।

अब इसके बाद मैं आपसे अनुरोध करूंगा कि बाढ़ग्रस्त क्षेत्रों में जो आप इंजीनियर्स और ओवरसियर्स हैं अथवा जो कोई वहां पर काम करने जाते हैं, उनको आप कहें कि वे वहां की जनता से सम्पर्क स्थापित करें और साथ ही जो उनके यहां मिलने और अपनी राय देने जाय उनसे आफिश्यली बर्ताव न करें जिस तरह से कि आफिसों में जाने पर कह दिया जाता है कि अफसर साहब तुमसे नहीं मिल सकते या उनको डांटे फटकारें, इस तरह की बात जनता से नहीं होनी चाहिये । उनको एक अच्छे ढंग से नम्रता के साथ बतलाया जाय और उनकी समस्याओं पर ध्यान दिया जाय । इस तरह की कई एक शिकायतें आई हैं, उनको मैं यहां पर कहना नहीं चाहता क्योंकि ऐसी छोटी-छोटी बातें इस सदन् में कहना उचित नहीं है, फिर भी मैं आपसे कहूंगा कि आपको अपने अफसरों को इस सम्बन्ध में आवश्यक आदेश दे देने चाहियें ।

इसके अतिरिक्त उन गांवों के सम्बन्ध में जहां कि अक्सर बाढ़ आया करती है, उनके लेविल को ऊंचा करने के लिये एक स्कीम चालू की गई है । यह स्कीम उचीत है और होनी चाहिये, लेकिन साथ साथ यह भी ध्यान होना चाहिये कि जो मिट्टी गांवों में लाई जाती है वह उसी गांव के पास से खोद कर न भरी जाय, बल्कि दूर से मिट्टी लाकर उन घरों और गांवों को भरा जाय । जमीन के लेवल को ऊंचा करने के लिये यह तरीका है कि मिट्टी लाकर उससे घर भर दिये जाते हैं । ठीक है भरे जायें, लेकिन मैं सरकार से यह अनुरोध करूंगा कि गांव को ऊंचा करने के लिये जिन गरीबों के घर भरे जाते हैं, उनको भी सहायता मिलनी चाहिये क्योंकि उनके घर उनके काम के नहीं रहते । आज मैं उन क्षेत्रों में गया था जहां पर गांव ऊंचा करने के लिये कुछ घर भरे गये हैं । उनकी हालत बता कर मैं यह नहीं कहना चाहता कि उनका मुकाबला सुअरों से किया जाय, लेकिन अगर देखा जाय तो उनकी हालत सचमुच वैसी ही है । वह अपने घरों के अन्दर झुक कर जा सकते हैं क्योंकि उन के घरों में छतों और बड़ेरी तक मिट्टी भर दी गई है । उनके पास पैसा नहीं है कि वह अपने घरों को किसी प्रकार से ऊंचा कर सकें । इसके लिये मैं आपसे अनुरोध करूंगा कि उनको सहायता दी जाय, जिससे कि उनको अपने घरों में ऊंचा करने में मदद मिल सके । मैं तो यहां तक कहूंगा कि यदि आप की सरकार प्रबन्ध कर सके तो उनको मुफ्त सहायता दी जाय जो कि डिजर्व करते हैं । अगर यह नहीं हो सकता है तो उन को इसके लिये कर्ज दिया जाय ।

इन शब्दों के साथ मैं आपसे बार बार यह अनुरोध करूंगा कि आप इन बातों पर ध्यान दें, खास कर उत्तर प्रदेश के पुर्वी और बिहार के पश्चिमी जिलों की तरफ जहां पर कि इन दो राज्यों की सीमायें मिलती हैं और जहां पर कि पानी का एक समुद्र सा पाया जाता है, विशेष ध्यान दिया जाय ।

Shri N. B. Chowdhury (Ghatal): This year's budget of the Ministry of Irrigation and Power is of some special significance because this is the first budget of the Second Five Year Plan period, and moreover, when we are having this debate, thousands of employees working in the different multipurpose projects are being retrenched, and a large number of persons who are affected by these schemes are being asked to evacuate their land without being paid adequate compensation or without being provided with alternative lands.

Before I make my observations with regard to this budget in relation to the

Draft Second Five Year Plan, let me take up first of all the very important problem of the employment of the DVC employees. In this House as well as outside the Minister gave assurances that persons who had made their contributions to the success of the DVC would not be retrenched; and we have heard also about the project employment exchanges, advanced planning and such other matters.

But now, when one project, namely the DVC, is going to be completed, we find every day that a large number of persons are being retrenched. I am told that very recently, that is, on the 13th and the 14th of last month, the Minister of Irrigation and Power met some of the representatives of the employees at Maithon and gave them the assurance in the presence of representatives of the Governments of West Bengal and Bihar, that there was not going to be any retrenchment at that place at least till June. But only a few days after, on the 19th of last month, a large number of persons were retrenched. The Chief Minister of West Bengal also had given an assurance that he would perhaps be able to absorb as many as two thousand people, and the representatives of Bihar also said that they would also absorb a large number of people, at least five hundred of them.

But without referring the matter to the West Bengal Government or to the Bihar Government, the corporation on their own retrenched a large number of people, and they are planning to retrench all the people. We know that in the DVC something like 19,000 people were working, and only the other day it was reported that Mr. P. S. Rau, the chairman of the DVC, had declared at some press conference that a list of some 6,000 people had been prepared, and that they would be retrenched very soon. The retrenchment had started already, and even skilled and semi-skilled persons like mechanics, fitters, operators, and such other technical personnel are being retrenched. Is this the reward for the services which those people have rendered? This reminds me of the story of a tiger in whose throat a bone got stuck up, and on the promise of some reward it was brought out by some creature; when that creature asked for its reward, it was told, 'Thank your star that you have brought out your neck'. Is it the same reward that is going to be given to these people who at the risk of their lives had worked there and had rendered so much of service, but who are now going to be thrown into the streets?

That is a very important question that we have to consider, especially when we are thinking of the Second Five Year Plan, and we are thinking also of expanding the scope of employment under that Plan; and when so much has been said about it since its formulation by Shri Mahalanobis and others, is this going to be the perspective in which the Second Five Year Plan is going to be started? Unless we get some assurance right here from the Minister that these people will not be thrown into the streets, certainly we shall have to revise whatever good opinions we had formed about the provisions of the Second Five Year Plan. After all, this is a very vital question.

Coming to the budget in relation to the Second Five Year Plan, I find that in the Draft Second Five Year Plan, there is some contradiction. In the very first page of the chapter relating to irrigation and power, I find the statement that in the First Plan, there were some large projects, but because these large projects take some time before they yield any results, this time they have decided to take up more medium-sized projects. But in the very next page, I find:

> "During the first plan 7 million acres would have been brought under irrigation by large and medium-sized projects. During the second plan, the area to be irrigated is expected to be 12 million acres. Out of this, 9 million acres will during the first plan and 3 million benefit from projects undertaken acres from new projects included in the second plan."

This means that although 9 million acres would have been irrigated as a result of the First Five Year Plan, yet during the Second Five Year Plan only 3 million acres would be irrigated as a result of the 2nd Plan. But during the period of the First Five Year Plan 7 million acres were brought under cultivation. So although the amount of allocation seems to have been increased from Rs. 661 crores in the First Five Year Plan to about Rs. 900 crores in the Second Five Year Plan, yet the area to be irrigated is not going to be enlarged during the Plan period. That is a point to which I should like to draw the attention of the Minister.

In this connection, I would like to point out, as I have made it clear through one of my cut motions, that the provision is totally inadequate in view of the devastating floods that have occurred

[Shri N. B. Chowdhury]

in a large number of States year after year during the First Five Year Plan period. Last year, this year, and also the year before last, we have seen how a large number of states have been affected by floods. As far as we could gather from the speech delivered by the Minister yesterday, we find that the damage done by this year's floods amounts to something like Rs. 100 crores.

So against this background we have to judge the allocation that has been made under the Second Five Year Plan. It is said that the amount of Rs. 110 crores demanded by the Ministry has been reduced to Rs. 60 crores only so far as flood control projects are concerned—this is according to a report published in the *Statesman*. If it is so, I think there has been a very great mistake because in view of the dimensions of flood and the havoc that it is causing, there should have been more attention paid to flood control projects.

Coming to certain specific projects, I find that there is mention of the Kangsabati project under the second Five Year Plan. I agitated for this project in this House for a long time. Now that it has been included, it gives me a certain satisfaction. But while welcoming it, I find that it has not been integrated with the Silabati scheme. This integration is very necessary in order to prevent floods in large areas in the Ghatal sub-division of Midnapore district. Along with this, I would like to point out another thing. While formulating such projects, inadequate attention is being paid to the details about the possible effects on certain areas. We have said with regard to the DVC that the lower regions have not been properly looked after and their requirements are not properly considered. The condition is the same with regard to the Kangsabati project. Apprehensions are being expressed in the lower regions, in parts of Dashpur and Panskura in Midnapore, that there may be less supply of water and irrigation may suffer in those regions. I would request the Minister to ask the project authorities to look into all these matters.

Coming to DVC, it was pointed out by me several times that the lower regions, particulraly certain regions in the district of Hooghly—areas in the Arambag subdivision within the jurisdiction of Khanakul and Arambag police stations, have their apprehensions. There I find that people are apprehensive about the supply of water through the smaller rivers and also through Darakeswar. There, although the DVC irrigation from the Durgapur Canal as a result of the Durgapur barrage will be extended to certain areas, the area covered will be very small. Only 44 villages will benefit by it. It could be possible to extent these irrigation canals to larger areas. So it is very necessary that these aspects should also be considered.

Then there is the case of the Rupnarain river. It is one of the major rivers in West Bengal. Because of the urgent necessity of narrowing the river, it was demanded by me several times that urgent steps should be taken. There was some survey but nothing concrete has yet been done. It is very necessary that in order to maintain the navigability of the Calcutta Port, in order to see that the water transport system that is operating there does not altogether come to a deadlock—it has already come to a deadlock in certain parts—and in order also to see that this system continues in view of the commercial importance of connecting the towns with Calcutta, there should be proper care of this river. It is possible that by river training works this river can be narrowed and thereby conditions of navigability improved.

Coming to certain other matters with regard to the Hirakud, Bhakra-Nangal and another project which I saw only yesterday, that is, the Mata Tila project in U.P. and Vindhya Pradesh, I wish to say something about the problem of corruption. We have read in the papers a lot about corruption in Bhakra-Nangal and also something about the Hirakud project. One thing which should be taken serious notice of is the manner in which these projects are being administered. Although we are spending so many crores of rupees, we find that the poor peasants, the poor people, who are being asked to evacuate from their lands are not being paid adequate compensation. When the Constitution (Amendment) Bill was under discussion here we expressed our apprehensions regarding this matter of payment of compensation, that they may utilise the provisions of the amending Bill in order to pay less to the poor peasants whose lands are being acquired everyday for construction of roads, projects etc. Yet we find that in the nationalisation of the Imperial Bank and even in the case of the nationalisation of insurance, they are paying more than what is due to the shareholders. They are not paying even the market value to there peasants. In the case of the Mata

Tila project and also the Hirakud project, the same thing has to be found. In the Sambalpur and other areas covered by the Hirakud project, because of the Land Acquisition Act passed by the Orissa legislature, the land acquisition officers have been given wide powers. If any peasant takes the case to a court of law, there is harassment and the Government would prefer an appeal to the High Court. So the peasants cannot spend so much money and they sometimes have to give up their demand. So, Government have to take notice of these facts and pay adequate compensation to the affected people.

Coming to the question of rural electrification the DVC electricity supply scheme should be extended to Arambag also. I do not know why the commercial town of Ghatal should not be electrified. It has a population of about 20,000 and I do not know whether the DVC electricity supply scheme cannot be extended to that place which is some ten miles from Arambag; it could be done even by a thermal plant or in some other way. Electrification will do a lot of good to that area.

As regards electricity tariff, although hydro-electric power is being produced, and we are going to produce more of it, the consumers are going to pay the same rate at which they had been paying so long. This is a grievance of the people in Calcutta and other places, that they have to pay such a high rate. I would urge upon Government the necessity of nationalising at least the big electrical undertakings like the Calcutta Electric Supply Corporation. Why should they be allowed to make such huge profits?

While concluding, I would again plead on behalf of the unfortunate employees of the DVC. One phase of the scheme is now over. There can be other works also taken up. We have electricity supply schemes. So they can be absorbed there. The Government should see to it that these people are not treated in the manner in which they are being treated today, and adequate provision is made there or elsewhere to absorb them.

Shri B. D. Pande: Sir, I come from the Himalayas. All the big rivers come from my part of the country. We give all the waters, and these waters go to fertilise the country. But we are deprived of the benefits of these waters because we live in the valleys. With us it is a case of 'water, water everywhere, but not a drop to drink'. We do not get the benefit of those waters in our part of the country; others get it. I have the consolidation that other people get it. In fact, I wanted to speak in Hindustani, but as I have to make certain quotation, I have preferred to speak in English, although my English is not good.

The overall picture which Shri Nanda gave yesterday is very exhilarating: it is just like a dip in the Ganges during a *loo*. That was a very hopeful picture I congratulate this beneficial Department of Government for the all round progress in regard to schemes like Bhakra-Nangal, the DVC, the Hirakud and the Tungabhadra. In my part of the country, our progressive State is doing a lot of work in the matter of irrigation and power, including the hill areas. What we need most in the hill areas are pumps to pump up water. Although there is plenty of water, they are in the valleys down below. The question is how to lift it up. Government should take action to instal pumps to lift the water up the hills. These pumps can be operated by electricity which we are getting from the Sarda project. Though our Government have launched many small irrigation projects, they have not yet taken to this method of irrigation.

The fields in my part of the country are those cut in the hills—they are terrace fields. It is very difficult to keep them watered. Where there is water, the crops thrive; where there is no water the crops fail. The method of cultivation followed is one of dry farming. When nature gives us water, things are all right; but when she fails, crops wither and there is scarcity. Only in this morning's *Hindustan Times* there appeared a news item about scarcity conditions obtaining in Almora.

> "About 100,000 villagers in the district, including those in the border areas have been hit hard by scarcity conditions and high prices of foodgrains.
>
> The Government has taken steps to relieve the distress. Four grain godowns have been opened at Almora, Bageswar, Ranikhet and Pithorgarh to fight the scarcity. The worst-affected areas of Bel Bherang have not yet been provided any relief because of their long distance from the district headquarters.
>
> The Government godown at Pithorgarh will provide grain to the scarcity-hit villages of the sub-division, including the border areas. It

[Shri B. D. Pande]

is, however, feared that this godown will be of little use to the border people because of the exorbitant transport charges unless the Government introduces a subsidy scheme."

We have a lot of trade with Tibet. For the merchandise obtained from there we have to pay in the form of grain and other necessities of life required by the people there. Formerly, this trade was carried mainly on barter basis. But after the Chinese occupation of Tibet, the Tibetans make payment in Chinese dollars. Their main import from our part of the country is grain, and if our crop fails, our trade is bound to suffer. As it is, grain has to be provided and subsided by Government. As this border is of vital importance to the country, I would request that the Government of India should come to the help of the Uttar Pradesh Government in this matter.

A recent development called spray-irrigation which has taken place in the West, and an account of which appeared in the *Hidustan Times* only a couple of days back is of considerable interest to us.

"For more than thirty years in Claw, West Germany, careful research work on spray-irrigation, and the results of its application in many countries, has enabled the process to reach a high point of efficiency. The spray system, as opposed to the flood-irrigation system, helps create the natural condition of rain irrigation, which any farmer will tell you are the best conditions for growing crops.

The well-developed equipment is capable of bringing down the temperature by 15 degrees and it built to serve large farms as well as small gardens.

Spray-irrigation is economical because in its case leakage of water—which sometimes in the case of flood-irrigation is even 50 per cent—is impossible. To reduce evaporation spray-irrigation is mostly done from the previous afternoon to the next forenoon. The reduction in water consumption is thus considerable. Water is not lost due to leaking channels, evaporation and percolation as in the flood-irrigation system.

Only two to three operators are needed to work on equipment which may irrigate an area of 40 acres in 20 hours.

Slopes and uneven surface presents no problem for the system. Spraying does not wash away the fertile top-soil.

Channels in the flood-system not only consume nearly ten per cent of the farm area but are also a problem for tractors."

I want the Government of India to conduct some experiments in the Himalayan regions which are underdeveloped. Government have given considerable help to Kashmir, PEPSU and Himachal Pradesh—I am glad about it. But our part, especially the Kumaon Division, is neglected. I am anxious that this system of irrigation should be experimented upon in our part of the country, so that water may be lifted up to the hilly areas. There is plenty of water all around; the only difficulty is to lift it up.

The Government of Uttar Pradesh have made considerable progress in the matter of minor irrigation schemes—I concede that. I could not understand the remarks of my hon. friend Shri Shastri that nothing has been done. That was a sweeping statement and I do not agree with him. Everything that is possible is being done by our Government. But this is a new technique which has been developed in Germany. The Government of India should make enquiries about it, send one or two technicians if necessary and start one or two experimental stations in the Himalayan regions. With the advent of electricity, this method of irrigation is likely to have immense scope.

Though my part of the counrty used to have plenty of rain-fall, the monsoon has failed for the last three or four years. We do not know the reason for this. This should be enquired into by the Meteorological Department. So, I think, this system, if introduced by the Government even in one or two places, with the advent of electricity, it will be a boon to the people, the under-developed and poor people and it will be beneficial to them.

Shri Hathi: I have listened with keen interest the speeches of the hon. Members during the course of yesterday and today. I feel it my duty to express my gratitude to the various hon. Members who had a kind work of appreciation for the Ministry. Any utterance, on the floor of this House, whether it be about criticism, whether it be about constructive

suggestion or about appreciation has a great value. When there is crticism or constructive suggestion, the Ministry has always taken care to look into these suggestions or criticism minutely and tried to find out what the defects in the working are, if any, and has benefited by such criticisms. Similarly, a word of appreciation from this House is sure to have a very encouraging effect on the personnel, the engineers and other workers who have been working on the projects.

You remember that when the Ministry announced that Hirakud will supply water and power within a few months, the House received it with a feeling of joy and the workers there will naturally, be encouraged and there will be added self-confidence in them. I have seen the young batch of engineer working over there, all Indian youngmen and they are now confident that they can undertake projects of a similar type with the experience they have gained.

In addition to these, there were other suggestions also. I well appreciate the anxiety of the hon. Members to either secure something for their constituencies or to make suggestions which would be, in a way, responsible for the better administration and the better management of the irrigation projects. Several hon. Members touched questions like the National Construction Corporation, All India Enginering Services, the arrangements to be made for a pool of services, the machinery—if I were to mention all these subjects, it would be a long list—but they varied right from the investigation stage, from the inclusion in the Plan to the execution, economy, the machinery, the personnel, the utilisation, the finances and varied subjects. It may not be possible for me, nor would I like to encroach upon the time of the House by dealing with all those matters. Some of them, naturally, will be dealt with by my colleague when he winds up the debate. I shall, however, touch some of the points that were raised by the hon. Members which were, of course, of importance but which I hope could be clarified within a short space of time. The anxiety of the hon. Members to have certain projects included could well be appreciated. But, there are certain limitations and one has to judge the overall picture with due regard to the limitations that the Ministry and the Government of India have.

There were certain complaints made about the lack of provision or lack of funds. The hon. Member from Bombay, who unfortunately, is not here, complained about the lack of provision for the major project of Koyna and he wanted that the Government of India should provide more funds. Naturally, I appreciate his anxiety. I also appreciate his keenness to get as much money as is possible. But, looking to the provision that has been made, that is about Rs. 4 crores, the provision is not at all small. If I were to give the figures, our experience has shown that in all major projects, during the initial stages, the expenditure has not been much. It is after the project gets a momentum, after the whole organisation is set up, that slowly and slowly the tempo of expenditure increases. If I were to give the figures of the bigger River Valley Projects, I will be supported in my statement by these figures.

In Bhakra, the expenditure in 1947-48 was Rs. 69 crores; in 48-49, it was 4:25 crores, in 49-50, Rs. 8·31 crores and then Rs. 11·54 crores and so on rising up to Rs. 18·57 crores in the year 1956-57.

Similarly, in the Damodar Valley Corporation, in the first year, 1948-49, it was Rs. 1·61 crores, next year, it was Rs. 5:78 crores, then Rs. 8:11 crores rising up to Rs. 16·1 crores. Similarly, in Hirakud from Rs. 4·67 crores rising up by stages to Rs. 5·58, 8·20, 12:22, 14:47 and so on. This is only to show that even in the bigger projects where they cost Rs. 158 crores—Rs. 100 crores for Damodar Valley and Rs. 70 crores for Hirakud—the initial provision made was only a crore. In Koyna, provision had been made for about Rs. 4 crores, but it was not possible for the Government of Bombay to spend the whole amount. Naturally, that was what was expected because in the initial stages you have to take some time; the designs take time; the preparation take time. It is not as if the dam starts immediately we provide money. You have to make the approach roads, the rail links, if there are any, the building for the people and so on, and it takes some time before the project gathers momentum. Therefore, there should be no anxiety on the part of the hon. Member that the project will be delayed. There will be no scarcity of funds once the project is included. If the tempo of execution increases, naturally, the funds will be provided for. And if there was any apprehension that Bombay was not provided sufficient amount, I may quote figures for that also. Perhaps Bombay is the luckiest

[Shri Hathi]

State getting about Rs. 114·5 crores for irrigation and power out of the total provision of about Rs. 800 crores. It tops the lost of the States; in power it gets about Rs. 42·5 crores and in irrigation it gets about Rs. 72 crores. So far as the Government of India is concerned, naturally it has to look to the regional development; it has to see that all parts of the country are properly served. Wherever there is need for irrigation, wherever there is power potential, where there is need for power, the Government of India has to see that the amounts are properly distributed and that no consideration other than the need of the country should come in the way. The only consideration may be perhaps the implementing capacity of the State. It may be that the scheme suggested may not be technically sound. It may be that the scheme not be economical. In that case, that has to be given up. The hon. Member mentioned about Bandhadhara-Randha scheme. That scheme was found to be, not technically but economically, not sound, because it did not add any firm power for in some part of the year the irrigation water had not to be used. During that period, power from the Chola powerhouse had to be used. Thus, it did not add any additional firm power. Therefore, it was thought that it was no use spending about Rs. 700 lakhs on that area. But these are matters which have been duly considered by the Government and the Planning Commission before the schemes are included or not included. In doing so, the Government and the Planning Commission have taken into consideration the scarcity areas, and wherever schemes were feasible or schemes were properly worked out, they have been included. I would not like to go into the details of each of these schemes.

The other hon. Member from Mysore pleaded for another scheme, the Malvi scheme. I may inform him that that scheme has already been included in the Second Five Year Plan. He also mentioned a small point about the Tungabhadra workshop. He wanted that the workshop should not be shifted. Naturally, when there is a workshop dealing with materials or manufacturing materials, to meet the requirements of the river valley projects, the Irrigation Ministry would be keen to continue the functioning of that workshop rather than shift it from that place to another place. That workshop is not going to be shifted. The only change may be perhaps that the Commerce and Industry Ministry, which is dealing with steel, iron and many other things, may take it over. They have a proposal in mind. Having regard to the fact that they are also in charge of other such concerns, the Irrigation and Power Ministry is prepared to hand it over to the Commerce and Industry Ministry, but the condition would be that all the materials required for the Irrigation and Power Ministry will be given priority. On that account also, that workshop is not going to be transferred from that area. The people working there will be continued in employment and there will be no dislocation in this behalf.

The hon. Member, Dr. S. N. Sinha, mentioned something about Samastipur. While he was talking of the floods, he was, perhaps, talking in lighter vein; he said that he represented the Minister for Parliamentary Affairs. But when I am talking of floods or thinking of floods, it is a matter of great seriousness and . . . . .

Shri K. K. Basu (Diamond Harbour): He is also serious about 1957. That is more important for him.

Shri Hathi: I do not know whether it is 1957 or 1962 or any period. Anyway, what I want to impress upon the House is that this is a matter which has been seriously taken up by the Ministry and everyone of us feels so serious about it. It is not a question of submerging of one town or submerging of a village or even of one hut. The problem behind is a human problem,—the great difficulties and the hardships which people have to suffer. When a house or a hut is submerged for days, what is the plight of the people living in the house? Imagine the period of suspense. They cannot move out; they have no shelter; they have no food to eat. If hardship coming to one individual is unbearable, what would be the magnitude of the hardship, the magnitude of the suffering when lakhs of people have to undergo this? As we have been making statements from time to time about the progress and other things about floods and floodworks, we have been careful to watch that the works undertaken are completed in due time. So far as Samastipur is concerned, it is a fact that the work was delayed. Up to January the work done was only 8 per cent, but it has now gathered momentum and the last information that I received last night is that they have done 50 per cent of the work and hope to complete the work before the next season.

Another hon. Member from Bihar mentioned about certain schemes in the Santal Parganas and his complaint was that not one scheme has been included. I find that out of the 13 schemes proposed to be included in the Second Five Year Plan, there are three schemes; the Koa scheme, the Jhumaria scheme and the Sunder scheme from Santal Parganas.

Shri Bhagwat Jha Azad (Purnea *cum* Santal Parganas) : Nobody wants the Sunder scheme (*Interruption*).

Shri Hathi: The complaint that was made was that these schemes were not selected on merits but on other considerations.

Shri Bhagwat Jha Azad: Political considerations.

Shri Hathi: That is the complaint that was made. So far as the Technical Committee is concerned, the question does not arise of any political considerations.

Shri Bhagwat Jha Azad: Your Chief Engineer is interested in that scheme. He comes from Bihar Government.

Shri Hathi: It is said that the Chief Engineer is interested in it as he hails from Bihar, as he is coming from Bihar Government. But I shall look into the question whether the Kusumghati scheme has been submitted, and if it is not submitted, what are the reasons, and which of the two schemes is technically better. So far as the Planning Commission or the Central Water and Power Commission is concerned, it has to examine the schemes on merits. Whatever the scheme is, it will be examined on merits. The schemes are there.

The other suggestion that he made was about the rehabilitation programme in Maithon. I think this is a question which requires very careful examination and all sympathies and consideration not only from the Damodar Valley Corporation but also from the Bihar Government and from the Government of India. There was some difficulty about resettling all these persons. It is a fact that they selected certain lands which the DVC was not in a position to reclaim because they were patches of land scattered—one piece here and another there and the DVC had not the organisation which would go from place to place in a scattered area. Therefore, it was decided that the Bihar Government should take it over; although the cost of the scheme may be a bit more that should not come in the way of reclaiming the lands and as far as possible land acceptable to those people should be given. After all, they are the persons whose lands are being submerged and they are the people who are suffering and some consideration should be shown to those people. The Bihar Government have now agreed to take over the responsibility on themselves to reclaim the land and give them first class jungle land. There is of course one point. The land which was already under cultivation and the land which they may be getting may not be of the same quality because when the land has been manured and cultivated for a number of years, it may be of a superior quality. But the land that is going to be selected is of a good quality and when further processed would come up to the same standard. Out of about 398 villages, we required about 1600 acres. About 1200 acres have already been reclaimed and 75 families have already shifted.

An Hon. Member: What is the quality of the reclaimed land ?

Shri Hathi: As I said, it is first class jungle land and the Bihar Government was first hesitating whether they should give this.

An Hon. Member: Is it suitable for agriculture ?

Shri Hathi: Yes 75 people have already shifted; they have seen the land and accepted it. They are satisfied. But there was also a complaint, not only from the Maithon project but from Tilaya project also that the land which they were offered was not of the same quality. We also thought it proper to examine this question. We have appointed a committee to see whether it is of the same fertility or the lower fertility.

Shri Muniswamy mentioned about rural electrification and pumps and tubewells. As the House knows, the Agriculture Ministry is dealing with tube wells and the minor irrigation schemes. An hon. Member from Hyderabad complained that this Ministry is fond of major schemes and does not favour minor or medium schemes. It is rather unfortunate that he did not happen to read the draft Second Plan. The position is clearly given on page 102. The House would be interested to know that out of 188 new irrigation projects, 136 will cost less than a crore of rupees, 34 between one and five crores; eight between five and ten crores; nine btween ten and thirty crores and one above thirty crores. Of course, this does not include major schemes which are already under execution but only those which will come

[Shri Hathi]

into operation—major and medium irrigation schemes. Therefore, it is not true to say that this Ministry is fond of only bigger schemes. Having been once undertaken, the bigger schemes have to be completed but in the Second Plan, it is only the medium ones that have been given priority.

The question about rural electrification has more than once been discussed on the floor of the House and several questions also have been asked. It is accepted that unless some subsidy or some loan is given, it would not be possible for the villagers to bear the expenditure or even the high rates of electricity. The transmission lines cost more and unless there is ample load, there would not be the same return available. So, it would be a costly scheme. But, whether it is costly or not, so far as we can afford, we should make all attempts to see that power is given to the villages for pumps which may be utilised for agricultural purposes and also for the small scale and cottage industries and other handicrafts so that we can give them some more employment. For that purpose we had provided sufficient amount in the last Plan so that it may give further scope of employment from expansion of power facilities.

Even in the Second Plan, about Rs. 75 crores are being included for this purpose. There were some remarks about the utilisation of water. That point was touched by the Minister when he made his opening statement. We are all anxious to see that the waters that have been stored either in the Tungabhadra or in the Damodar Valley should be utilised as early as possible and by as many people as could be benefited. So far as the former is concerned, various steps were taken and lands were given to the cultivators so that they can level the lands and utilise the water as soon as possible but the progress there, I may say, is not very satisfactory. It will take some time but as it is the utilisation is not to our expectation. Anyway, we are looking into the question and we shall take all possible measures to see that money spent for storage of water is properly utilised in terms of utilisation of water.

Another Member from Madras complained that, while in other areas, people were getting dams and powers, Madras was an unfortunate State. There the position is that about Rs. 60 crores have been provided for power in the Plan. The additional benefits that will accrue to the State would be about 2,80,000 kws. The provision for transmission is about six crores; for rural electrification and distribution about twelve crores and the number of villages that will be electrified is about 2,000. He also advocated the inclusion of Kunda project. That scheme has already been included in the Second Plan. The cost would be about Rs. 23 crores and the benefits that will accrue from that scheme will be 140,000 kws. That means, with the information which I now give, perhaps, he will be satisfied that Madras is not now so poor or will not be so poor as he thought it to be. At least, the Kunda scheme, which he wanted, is included in the Second Five Year Plan.

Certain suggestions were made about the flood control works in Uttar Pradesh. I really appreciate the suggestion of the hon. Member from Uttar Pradesh that surveys should be made. It is true that, if proper surveys are not made, no work could proceed, and even if a work is done, naturally, that work would be done in a haphazard way, it would not be done in a methodical or technical way. No expert would undertake a work in that haphazard way. As we have been stating from time to time, the chief difficulty in undertaking these works was the absence of data. With that end in view we have tried to evolve a programme. The statement which we laid on the Table of the House in 1954 gave that programme. In the programme for 1954-55, so far as Rapti Basin was concerned, an aerial photograph of 7020 miles had to be done. I may mention here that that has been completed. Similarly, for 1955-56, 2,550 square miles of area had to be covered. This has also been completed. For the year 1956-57, for the Ghogra Basin, we have chalked out a programme of 12,450 miles, and for the Ghogra Basin in the Nepal area 13,000 square miles. This will naturally give us data for further works.

But, so far as flood protection works are concerned, 5 new schemes for construction of embankments along the Ghogra and 3 new schemes for embankment along the smaller rivers have been taken up. The level of a large number of other villages is proposed to be raised. By now the level of about 200 villages has been raised and the work on nearly 900 villages is in full swing. That means that action is being taken. The difficulties that he mentioned were that the houses were low and the people found it difficult. Naturally, when you raise the villages you have to plan in a particular way the houses also. I think it should be

a co-ordinated method or plan of raising the villages. If possible, and if the financial conditions allow it, we can have a new site also. That would mean more money. But, so far as the raising of villages is concerned, my impression is—and the reports we receive are encouraging—that the people have been taking keen interest and they are also themselves helping in this programme.

There are various other questions, but I do not think at this stage I should deal with all the questions. I may only submit that these questions of All India Engineering Service, National Construction Corporation and so on, have been receiving our attention. With regard to the other question about retrenchment in DVC I think my colleague will be replying to that and three or four other major questions.

For the time being I have clarified all the points that were raised during the course of the debate. If any minor points are left out, we shall lay on the Table of the House a statement and deal with those points. There is also another thing which this Ministry has been doing, and that is of meeting Members from all the States from time to time. If anything is left out they are most welcome to meet us. Unfortunately, they are sometimes too busy to attend these meetings; otherwise any small points left out can be clarified. I shall feel it a privilege to clarify those points.

Shri K. P. Tripathi (Darrang): Mr. Speaker, let me at the outset congratulate the Ministry on the very successful protection offered .....

Mr. Speaker: Order, order. The hon. Member may resume his seat. I intend to call hon. Members: Shrimati Kamlendu Mati Shah, Pandit Thakur Das Bhargava, Shri Nettur P. Damodaran and, time permitting, others.

[Mr. Deputy Speaker *in the Chair*]

Shri K. P. Tripathi: Mr. Deputy-Speaker, I was just congratulating the Ministry on the protection offered to Dibrugarh. This work was carried out in a most satisfactory way, on a war footing, and the success of the work may be measured from the fact that, if it had been delayed even for one month the protections would have been washed away. So, we are all happy that Dibrugarh has been saved.

The difficulty, thereafter, has been that the question of flood protection works had been undertaken, I humbly beg to point out to the Minister, not with the same amount of urgency or on the same kind of war footing. I do not know what is understood by floods. I consider it as a great calamity. The figures quoted show that as much as over Rs. 100 crores worth of loss was suffered by the country as a result of the floods. In the circumstances, it is very necessary to carry out flood protection works also with the same measure of urgency.

I am merely touching on these two points. I know that the Ministry has already got these things in mind. I am merely trying to emphasise the urgency that is to be felt in executing their plans into action.

The third point which strikes me is the great success of better co-operation which the Ministry got from us in Dibrugarh and also in Kosi. With regard to Kosi, certain very interesting facts have come to light. The first and very important fact that has come to light is that the estimated cost has been reduced. The cost estimated was Rs. 41-8-0 whereas the cost actually incurred was only Rs. 36 per 1,000. So far as our experience goes, in all other areas, where such projects were undertaken, the cost had to be mounted up by one and a half times before the project could be completed. This is a new chapter altogether before us. Then, I understand that the public participation has increased from 10,000 to 30,000 or 40,000, which is another milestone registered in this direction. I find that the figure with regard to earthwork which was only 6 crores has increased to 9 crores. This is also a great advance. All this has been done without the intervention of contractors. It is an extraordinary thing that 96 per cent of the expenditure was given to the workers themselves, which cannot be said of any other project in the country. Only 4 per cent of the amount was spent for supervision. If it went to the contractors, you can have an idea as to what percentage would be spent on what item. This is an extraordinary fact before the country. I think full advantage will be taken by the Ministry and the country of this fact so that in the ultimate analysis, this Ministry, which is going ahead with such projects, may switch over to this type of work because it has already succeeded in the implementation of its programme with this method rather than through contracts.

Now, on the labour side, they have been agitating always, for the abolition of the contract system wherever it is

[Shri K, P, Tripathi]

possible. Here, it has been demonstrated that it is possible. In the circumstances, I do not see why the Ministry or the country should not adopt this method.

I understand that certain States are opposing the National Construction Corporation. After such an experiment has been made and which has so well succeeded, if the State Governments, because of their tiny, selfish interests, were to oppose such schemes, it would be very unfortunate indeed. I hope the Ministry would come forward undeterred to experiment the same scheme elsewhere, in other parts of the country.

Then I come to the third point, namely, the question of an integrated price policy for electricity. I have given considerable thought to this question. The more I think the more I come to the same conclusion as other countries have come to. You will realise that the world is in a great, changing flux of time where electricity is being produced by atomic energy. Electricity is produced by hydel methods and by thermal methods also. There are grid electricity schemes. There are small, minor electricity schemes. There are major electricity schemes. Now, the question arises: what would be the price policy? Obviously in a country, if the price policy has great disparities, then the industrial structure which grows in different parts of the country will be based on different foundations of cost structure. Obviously this would then be a very unwise and unfortunate thing if we cannot integrate the price policy.

Secondly, the development itself would stop, because you will remember that electricity is controlled by law, which provides for a certain percentage of profit. Other industries are given a higher profit and therefore private people are not coming forward to establish electricity schemes and electricity plants in smaller areas. It is our policy that electricity should spread throughout the country.

The third difficulty is, nobody knows the future of electricity—what will happen five or ten years hence. Nobody knows whether all these methods are going to be replaced by the atomic energy system. We have heard that in Russia and England, electricity has been produced by atomic energy on a fairly large scale, Therefore, there is a great deal of uncertainty before the country, not only in this country but in other countries also. What would be the future of electricity plans? This is one of the causes which is holding up the spread of electricity in the private sector. Therefore, I think the time has come when the Government have to take a bold decision and a bold decision in this matter is that there shall be an integrated price policy. It can never be brought about until and unless the whole electricity industry is nationalised. People will ask how this electricity industry can be nationalised. People have perhaps not given thought to it. A huge, mighty electricity industry has grown in this country. There is a talk of the whole railway system in certain parts being taken over by and turned over to electricity. Areas are being converted into hydel areas where electricity would be produced. Therefore, we will have large areas where very cheap electricity is produced by the hydel method. We will have electricity developed by the thermal methods also, at a considerably high price. There will be areas where thermal electricity will be generated at low prices also. So, what will be the price structure policy? Who will control it and how the policy will be determined?

As soon as you think of an integrated price structure policy, you come to the inevitable conclusion that electricity has to be nationalised in this country. Not only from the price point of view but from the development point of view itself, the time has come when you have to consider how far and how quickly it can be nationalised and put in one integrated system of development, control and jurisdiction.

The House will remember that electricity is always subsidised. Even in a big city like Calcutta, it is the small user of electricity who subsidises the large-scale user of electricity, because the rate paid by the large-scale user of electricity is lower than the rate paid by the small consumer. Therefore, it might be argued that the small consumer subsidises the large consumer. Obviously it is one major fact before the country. So long, electricity was available only in the industrial areas, and therefore, the problem was how electricity for industry could be subsidised by the small consumer. Now, another point has come in, namely, the agriculturist. We are going to give electricity to the agriculturists. So, what should be the price at which electricity should be given to them? If it is high price, no development in the agricultural

areas can take place, because the agriculturist cannot purchase electricity at a high price. But the small industries have to grow. Our policy is decentralisation and the scattering of the industry all over the country and throughout the countryside. It cannot be implemented if cheap electricity is not available. Therefore, we will have to bring in another factor, namely, that electricity which is given to the agriculturist in the rural areas should also be given a subsidy. But where is the agriculturist going to get it from ? So far as the big consumers in the cities are concerned, they were getting the subsidy, but where is the agriculturist going to get the subsidy from ? Therefore, an integrated picture has to be drawn showing at what price the agriculturist could get electricity and at what price the big consumer will get electricity and at what price the small consumer in the cities is going to get electricity. When you consider all this picture in a nutshell, you will have to come to the conclusion that the time has come when you cannot leave electricity out in any integrated system or scheme of development of the country. In the way of industrialisation, particularly of a decentralised type, electricity is going to play a major role.

I have, therefore, with all humility to suggest that Government should come forward to think in these terms, namely, how and in what way the nationalisation of electricity should come into being. If nationalisation comes, certain problem will be automatically solved,—like the problem of the big industrial electricity concerns and the small electricity concerns. Take, for instance, the seismic region in the north of India. This area is supposed to be an earthquake area. Therefore, no big hydel scheme is going to take place there. There are small, minor electricity schemes possible, and even now they are running. They do not create any damage, as the Kosi dam might have created for the whole of Bihar if an earthquake came. Obviously, we must have an integrated price policy. In that case, what will happen ? We can develop every small stream to produce electricity. In Geneva the river Rhone comes out of the lake and where it comes out, the level is plain. By artificially making different levels—of ten to fifteen feet—electricity has been produced. Similarly, the chances of producing electricity are very great in this country. If you do not have an integrated programme, then of course you cannot have any.

One of the Members was suggesting that thermal electricity also shall have to come where hydel electricity has come in. In the Tennessee Valley Authority, I was told that the demand for electricity has grown so much that they had ultimately to put in thermal plants in order to produce more electricity to meet the growing demands. So, as the demand grows in certain regions, nobody can say where a thermal plant is necessary and where a hydel plant will be necessary and how each should balance the other. Therefore, electricity in a country is bound to come to a phase where it needs an integrated development. Particularly in an underdeveloped country this is very important. In a highly developed country it may not be important. But in the eastern countries, where the development is very low and railways have to be nationalised, electricity also shall have to be nationalised so that the electricity plans might succeed.

Mr. Deputy-Speaker: The hon. Member's time is up.

2 P.M.

Shri K. P. Tripathi: My time being up, I will touch only the last point. That is the question of integrated development of the country. I am sorry to note that although in the Planning Commission's report and in the different resolutions passed by the political parties it has been admitted that there should be an integrated development so that the underdeveloped areas might be brought up to the level of the developed areas in actual implementation of the schemes and in taking them over, this has not been done. So much so, those areas which are backward are becoming more and more backward and those areas which are forward are going ahead. I think it is wrong for the Central Government to leave it to the State Governments to undertake, or bear the cost of, in part or otherwise, huge hydel schemes. It is very necessary that, in the case of small States which are incapable of incurring expenditure on these huge schemes, the Central Government should come forward to formulate the schemes, and execute the schemes and if it is necessary to realise anything from the State later, the scheme itself should formulate what is to be realised from the State later on. The schemes should be conceived, planned and executed in the case of small States

[Shri K. P. Tripathi]

or areas which are poorer, by the Central Government itself and brought to a successful fruition.

Mr. Deputy-Speaker: Before I call upon the next speaker, I have to announce that on addition to the cut motions relating to various Demands under the Ministry of Irrigation and Power which had been moved yesterday the following further cut motions also have been indicated by Members to be moved.

DEMAND NO.	NO. OF CUT MOTIONS
67	952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966.
68	969, 977, 972, 973, 974, 975.

Expenditure in connection with talks in Washington regarding Indo-Pak Canal Water Dispute.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Delay in preparing the Ganga-Barrage Scheme.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Delay in undertaking concrete measures for the narrowing of certain parts of river Rupanarayan to facilitate water transport, flood control etc.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need of making certain adjustments in Kansabati scheme to ensure flood control in the lower regions and supply of irrigation water in such areas as Panskura and parts of Daspur in the district of Midnapur.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need for better co-ordination between the smaller schemes of the State Agriculture Departments and the big and medium schemes technically examined by the Central Water and Power Commission.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need for reducing rates of electricity.

Shri N. B. Chowdhury: I beg to move:

"That the dmeand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Desirability of nationalising large private electricity undertakings such as the Calcutta Electric Supply Corporation.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need of undertaking a flood control scheme to protect the commercial town of Ghatal under the town protection scheme.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Betterment charges and Irrigation rates.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need for co-ordination with the Transport Ministry in the matter of construction of a road-bridge at Kolaghat in order to achieve economy in the project by scientific river training works.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Lack of adequate provision for Irrigation and Power in the Second Five Year Plan.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Lack of attention to details in the preparation of projects.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Inability to tackle the problem of corruption in the administration of irrigational projects.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need of integrating the Kansabati scheme with the Silai Scheme in order to prevent floods in the Ghatal subdivision.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Need for closer co-ordination between this Ministry and other Ministries as also the State Governments for better implementation of irrigational schemes etc.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Irrigation and Power' be reduced by Rs. 100."

Delay in payment of compensation to persons whose lands have been acquired for River Valley Schemes as also failure to provide them with alternative lands.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Multi-purpose River Schemes' be reduced by Rs. 100."

Failure to absorb elsewhere the employees under the D.V.C. after completion of the work.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Multi-purpose River Schemes' be reduced by Rs. 100."

Failure to extend irrigation facilities within P.S. Khanakul and P.S. Arambag in Hooghly district under the D.V.C. irrigation schemes.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Multi-purpose River Schemes' be reduced by Rs. 100."

Need to ensure supply of adequate water through Darkeswar and some smaller rivers connected with the Damodar.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Multi-purpose River Schemes' be reduced by Rs. 100."

Need of extending D.V.C. Power to Arambag in Hooghly District West Bengal.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Multi-purpose River Schemes' be reduced by Rs. 100."

Hirakud tragedy in which workers were killed and injured.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Multi-purpose River Schemes' be reduced by Rs. 100."

Mr. Deputy-Speaker: All these cut motions are before the House.

पंडित ठाकुरदास भार्गव (गुड़गांव) : जनाब डिप्टी स्पीकर साहब, मेरे पास काफी अल्फाज नहीं हैं जिनमें कि मैं अपने खयालात इस मिनिस्ट्री (मंत्रालय) के मुताल्लिक जाहिर कर सकूं । मैंने इस रिपोर्ट को पढ़ा और कल जो तकरीर नन्दा साहब ने दी उसको सुना तो मुझे बहुत ज्यादा खुशी हासिल हुई । एक वक्त था कि जब एस्टिमेट्स कमेटी (प्राक्कलन समिति) में हमने भाखरा डैम (बांध) और डी० वी० सी०

[पंडित ठाकुरदास भार्गव]

(दामोदर घाटी निगम) के बारे में देखा कि शुरू में जो उनके एस्टिमेट्स थे उससे बढ़े हुए हैं तो एस्टिमेट्स कमेटी के मेंम्बरों ने उनका बड़ा सख्त क्रिटिसिज्म (आलोचना) किया । उनका शुरू में खयाल यह था कि जहां पर फ्लड कंट्रोल (बाढ़ नियंत्रण) है कुछ दरियाओं का और उन दरियाओं से जमीन की आबपाशी होगी और अच्छी काश्त होगी । लेकिन इस महकमे वालों ने ज्यादा खयाल एलेक्ट्रिसिटी (बिजली) पैदा करने और उनसे रुपया बनाने की तरफ रक्खा, हमारी खुराक की परवाह नहीं की, यह उनका क्रिटिसिज्म था। कल जो फिगर्स (आंकड़े) हिराकुड के बारे में बतलाये गये और यह बड़ी खुशी की खबर सुनाई गई कि जो शुरू का खयाल था कि हमने गल्ती की है उसे सुनकर मैं समझा कि दरअस्ल जैसा मिनिस्ट्री का पहले खयाल था वह सारे का सारा एक ऐसा न्यामत साबित हुआ जिसकी तमाम उम्मीद जा चुकी थी । ताहम मैं यह देखता हूं कि वह सब स्कीमें पुराने एस्टिमेट्स से भी आगे बढ़ गई हैं, दोगुनी और तिगुनी हो गई है । लेकिन अगर इस नुक्ते निगाह से देखा जाय कि उनकी बेनिफीशियरी वैल्यू (लाभ) क्या है तो मुझे शक नहीं कि गो हमने उस वक्त एस्टिमेट्स कमेटी में खयाल किया था कि स्कीम गलत है, लेकिन फिलवाकया जो कुछ भी किया गया वह देश की भलाई हुआ और यह मिनिस्ट्री मुबारकबाद की मुस्तहक है कि जो कुछ उसकी तरफ से कहा गया था वह सही साबित हुआ ।

इसके अलावा मुझे खुसूसन एक और बात के लिये मुबारकबाद देनी है और वह यह है कि इस मिनिस्ट्री ने बहुत ज्यादा खयाल रक्खा कि जो पार्लियामेंट के मेम्बरान हैं उनकी बातों को सुना जाय, उनके क्रिटिसिज्म को सुना जाय और जो कुछ उनको कहना हो उसको वह कह सकें। चुनाचें कई मर्तबा यहां के मेम्बरान को, मुख्तलिफ रीजन्स (प्रदेशों) के मेम्बरान को, मुख्तलिफ स्टेट्स (राज्यों) के मेम्बरान को आनरेबल मिनिस्टर साहब ने बुलाया और जो कुछ हमको कहना था, उसको सुना । इतना ही नहीं, आम तौर से यह देखा जाता है कि जो तकरीरें हाउस में होती हैं वह रद्दी की टोकरी में फेंक दी जाती हैं, यहां सख्त से सख्त क्रिटिसिज्म होता है, लेकिन कोई उसकी परवाह नहीं करता । कल ही मैंने देखा कि हमने रिहैबिलिटेशन मिनिस्ट्री (पुनर्वास मंत्रालय) पर जो क्रिटिसिज्म किया उन बातों का हमारे रिहैबिलिटेशन मिनिस्टर साहब ने कोई जवाब नहीं दिया, और सारी आलोचना की कोई परवाह नहीं की । लेकिन इस मिनिस्ट्री का हाल यह नहीं है । इस मिनिस्ट्री का जो कुछ भी क्रिटिसिज्म किया जाय, अगर उसी वक्त उसका जवाब नहीं मिला तो जैसा कि डिप्टी मिनिस्टर साहब ने कहा सारे मामलात कंसीडर (विचारागत) होंगे, और अगर नहीं तो आयन्दा उसका जवाब दे दिया जायेगा । यहां पर देखा जाता है कि अगर किसी चीज का जवाब आज नहीं दिया गया और फिर उसके बाद बहस हो गई तो सारी चीजों को पढ़कर हर एक नुक्ते का जवाब मेम्बर साहबान के पास भेजा जाता है । यह निहायत सैटिस्फैक्ट्री (संतोषजनक) है । आखिर जहां तक खुराक और पानी का इन्तजाम है वह तो जितना इंसान के हाथ में हैं उतना ही किया जा सकता है । लेकिन इस तरह की तवज्जह कि मेम्बर साहबान क्या कहते हैं और क्या चाहते हैं जो इस मिनिस्ट्री में देखी गई वह गवर्नमेंट आफ इंडिया की किसी भी दूसरी मिनिस्ट्री में नहीं देखी गई । जहां तक मुझे याद है पिछली दफा सन् १९५५ में जब बहस यहां की गई तो उस वक्त जिन अमतों का जवाब हमारे आनरेबल मिनिस्टर साहब नहीं दे सके तो उन्होंने बाद में २ मई, १९५५ को एक चिट्ठी मेम्बर साहबान को भेजी, मेरे पास भी भेजी, जिसमें सारे क्रिटिसिज्मों (आलोचनाओं) का जवाब दिया गया था ।

मुझे और चीजों के अलावा, जिनका जिक्र मैं बाद में करूंगा, एक खास बात कहनी है जिसके वास्ते मैंने हाउस का वक्त लिया है; और वह यह है कि जहां तक मुझे मालूम हुआ, और जनाब ने भी कई मर्तबा मेरे साथ इत्तफाक किया है, जहां तक पिछड़े हुए इलाकों का सवाल है, खुसूसन गुड़गांव वगैरह का, उनकी तरफ पूरी तवज्जह हमारी पंजाब गवर्नमेंट की नहीं हुई , और आज से ही नहीं, करीब एक सदी से यह हाल है । मैं इस हाउस में बहुत दफे कह चुका हूं, और मुझे रिपीट करते (दोहराते) हुए एक शर्म सी मालूम होती है, कि जो गुड़गांव का इलाका है, जिसके अन्दर से कि यमुना गुजरती है, और कितने ही ऐसे गांव हैं जहां से यमुना गुजरती है, वहां के लोग उसके पानी को तरसते हैं । पिछली दफा भी मैंने शिकायत की थी, और आनरेबल मिनिस्टर साहब ने जो मेरी गलती थी उसको दुरुस्त किया कि यह सच नहीं है कि कतई पानी नहीं मिलता । लेकिन यह वाकई दुरुस्त है कि वहां से यमुना गुजरती है और वह सारे का सारा ईलाका ऐरिड (सूखा) है और वहा पूरी तरह पानी नहीं मिलता । मैं गुड़गांव की बात कह सकता

हूं । जब सर छोटूराम ने भाखरा डैम की स्कीम निकाली थी तो उसके अन्दर वह तजवीज शामिल थी जिसके मुताबिक गुड़गांव का इलाका सैराब हो जाता । लेकिन बाद में वह तजवीज ही बदल दी गई । बात असल यह है कि गुड़गांव की कोई आवाज कहीं पर नजर नहीं आती । मिनिस्ट्री के अन्दर कोई मिनिस्टर नहीं बना, न कोई सेक्रेटरी बना, या डिप्टी कमिश्नर और सुपरिन्टेंडेंट आफ पुलिस ही बना । जहां तक पब्लिक सर्विसेज (सार्वजनिक सेवाओं) का सवाल है, यह एक ऐसा इलाका है जसे कि यह हिन्दुस्तान या पंजाब में हो ही नहीं । लेकिन मैं यह अर्ज करता हूं कि क्या गवर्नमेंट आफ इंडिया के लिहाज से भी यह ऐसा हिस्सा है जो कि अस्तित्व हीन है ? कोई ढाई बरस का अर्सा हुआ, हमारी पंजाब मिनिस्ट्री के लहरीसिंह साहब, बंसल साहब, श्री हेमराज साहब और मैं, किदवई साहब की खिदमत में हाजिर हुए और उन से शिकायत की । चुनाचे उन्होंने हमारी सारी शिकायत की सुनकर कहा कि मैं ढाई करोड़ रूपये की स्कीम के लिये या तो अपनी मिनिस्ट्री से रुपया मंजूर करा दूंगा या फिर प्लैनिंग कमिशन (योजना आयोग) से दिलवा दूंगा, इससे गुड़गांव को पानी मिल जायेगा और कई लाख एकड़ जमीन की आबपाशी हो जायेगी । कुओं के मुत्तल्लिक एक एक्स्पेरिमेंटल (प्रयोगात्मक) स्कीम थी जिसको सन् १९५५ में गुड़गांव में शुरू किया जाना था । उन्होंने मेरे सामने सेक्रेटरी को फोन किया और मजबूर किया कि चूंकि गुड़गांव का इलाका पिछड़ा हुआ इलाका था इसलिये उसको सन् १९५६ के बजाय १९५५ में शुरू कर दिया जाय । हमने उसी वक्त मामले को खत्म नहीं किया, हमने समझा कि यह मामला भुला दिया जायेगा, इसलिये उसी वक्त हम ने एक प्रेस नोट तैयार किया और उनसे ऐप्रूव (स्वीकृत) करा कर प्रेस में दे दिया । उसके बाद हमारी बदकिस्मती हुई कि किदवई साहब परमात्मा के प्यारे हुए । मैंने श्री अजितप्रसाद जैन से हाउस में अर्ज किया कि यह किदवई साहब की वसीयत वविरासत उनके लिये है और वह इसे पूरा करायें । उन्होंने भी कहा कि जहां तक हो सकेगा उसको पूरा किया जायेगा । उसके बाद जिस वक्त हमको मीटिंग में बुलाया गया, उस वक्त हमने नन्दा साहब की खिदमत में अर्ज किया कि यह मामला हुआ है । इसी दौरान में पंजाब की जो पिछली मिनिस्ट्री थी उसके पैर डगमगाने लगे । हमारे लहिरी सिंह साहब गुड़गांव पहुंचे और वहां जाकर कितनी ही जगहों पर कहा कि मैं पांच बरस से तुम्हारे इलाके में नहीं आया क्योंकि मेरे पास देने के लिये कुछ नहीं था, मैं शर्म के मारे नहीं आया, लेकिन अब मेरे हाथ मजबूत हैं, पंजाब गवर्नमेंट ने स्कीम मंजूर कर ली है और अब तुमको एलेक्ट्रिसिटी और पानी मिलेगा । श्री सच्चर साहब गुड़गांव के इस इलाके में गये, पांच बरस के बाद, और कहा कि मुझे माफ करो, अब मैं तुम्हारे यहां की स्कीम को पूरा करूंगा । लेकिन वह मिनिस्टर्स भी पोलिटिकल लिहाज से परमात्मा के प्यारे हुए, वह मिनिस्ट्री ही खत्म हो गई ।

उपाध्यक्ष महोदय : जो गुड़गांव को प्रेम करता है, वह परमात्मा को प्यारा हो जाता है ।

पंडित ठाकुरदास भार्गव : गुड़गांव खुद ही ऐसा इलाका है जो परमात्मा को बहुत प्यारा है और जो वहां नहर नहीं बहती, लोग गरीब हैं, लेकिन ईश्वर की कृपा से इस इलाके के चारों तरफ के इलाकों का पानी वहां भर जाता है और अच्छी बरसात होती है, उससे गुजारा चलता है । लेकिन फिर भी मिसाल के तौर पर रेवाड़ी का इलाका है जो इतना रेतीला है और वह फिरोजपुर झिरका का पानीहीन है कि लोगों की बड़ी दिक्कत है—क्या यह शाम की बात नहीं है कि सारे पंजाब की ८० फीसदी आबपाशी हो और गुड़गाव का यह हाल हो ? कागज पर तजवीजें बनी रखी हैं लेकिन जब हम नन्दा साहब की खिदमत में हाजिर हुए तो उन्होंने ने यह नोट भेजा जो मेरे हाथ में है कि जो कुछ आप कहते हैं या जो कुछ पंजाब गवर्नमेंट कहती है वह बहुत ज्यादा सच्चाई पर मबनी नहीं है । जो तजवीज हुई वह स्टेट गवर्नमेंट (राज्य सरकार) के लेवेल (स्तर) पर डिसकशन (चर्चा) में आई लेकिन वह डिसकशन अभी तक पूरा नहीं हुआ । जो यह किताब अब हमारे पास भेजी गई है इसके पेज ९ पर मैं पाता हूं कि इसके अन्दर गुड़गांव का नाम तो लिख दिया गया है लेकिन आगे कुछ नहीं । यह भी बड़ी खुशी की बात है कि कम से कम एक आल इंडिया किताब में गुड़गांव का नाम तो छपा है । यह भी गुड़गांव की एक खुशकिस्मती है । पेज ९ पर जो स्कीमें स्क्रुटिनाइज (छानबीन) की गई हैं उनको दर्ज किया गया है । यह कहा गया है

4. Sirhind Feeder and Gurgaon Canal in Punjab : The more important among the projects scrutinised for inclusion in the Second Five Year Plan are :—

गुड़गांव को नम्बर ४ पर रखा गया है । अब जब कि नाम ले लिया गया है, मैं उम्मीद करता हूं,

[पंडित ठाकुरदास भार्गव]

आहिस्ता आहिस्ता रास्ता भी निकाल लिया जायगा। अब प्लानिंग कमिशन ने अपने दूसरे पांच साल प्लान में इस उसूल को तसलीम किया है और यह उसूल एक मुसलम्मा उसूल बन गया है कि बैकवर्ड एरियाज (पिछड़े क्षेत्रों) को प्रायोरिटी (प्राथमिकता) दी जाएगी। पहले प्लान में इस उसूल को नहीं माना गया था। पहले प्लान में इसको शायद इसलिए नहीं माना गया था कि अनाज की पैदावार बढ़ाने का सवाल सबसे जरूरी सवाल था। लेकिन अगर गुड़गांव को सबसे आखिर में लिया गया तो हो सकता है कि इसका वही हशर हो जो कि फार्सी के एक श्लोक में कहा गया कि तारीक अज ईराक आवंदा शवद मारगजीदा मुर्दाबवद। मैं अदब से अर्ज करना चाहता हूं कि आप गुड़गांव को प्रायोरिटी दीजिये, हमको पहले नम्बर पर रखिये। अगर आप यह चाहते हैं कि मैं आपको स्टेट गवर्नमेंट की सिफारिश लाकर दे दूं तो यह एक नामुमकिन बात है। यह काम करना तो उतना ही मुश्किल है जैसे कि आप मुझे कहें कि मैं आपको बैल का दूध लाकर दे दूं या चील का पेशाब लाकर दे दूं जो मेरे बस की बात नहीं है। मैं चाहता हूं कि आप गुड़गांव के साथ इंसाफ करें। गुड़गांव यहां से चन्द कदमों के फासले पर से ही है और आप खुद वहां पर जा कर देख सकते हैं। मैं निहात अदब से अपील करता हूं कि यह बहुत पिछड़ा हुआ इलाका है और इस पिछड़े इलाके का लिहाज रख कर कुछ कर दीजिये और जो किदवई साहब का पुराना वादा है उसको पूरा कर दीजिये ताकि हमारे यहां भी पानी दिखाई देने लगे। पानी और ईलैक्टरीसिटी जहां एक दूसरे से मिले हुए हैं वहां ये दोनों एक दूसरे के मुतबादल भी हैं। जहां पानी नहीं मिलता है वहां बिजली जमीन के नीचे से पानी निकाल बाहर करती है और सिंचाई के लिए और पीने के लिए पानी उपलब्ध करती है। हो सकता है कि इस तरह पानी अगर निकाला जाए तो वह सस्ता पड़े। अगर सस्ता नहीं भी पड़ता तो भी जहां पानी नहीं पहुंच सकता वहां बिजली की मदद से ट्यूबवैल लगाये जा सकते हैं। हम कितने ही बरसों से सुनते आए हैं कि भाखड़ा नंगल से हमको बिजली मिलेगी और यह भी सुनते आए हैं कि कोतवाल, गंगवाल इत्यादि से बिजली मिलनी शुरु हो गई है, लेकिन इससे कुछ ज्यादा फायदा गुड़गांव को हुवा हो ऐसा तो दिखाई नहीं देता है। गुड़गांव अब पंजाब का एक पक्का हिस्सा बन गया है, एक इंटेगरल (अभिन्न) हिस्सा बन गया है और अब तो आप उसके लिए कुछ कीजिये। आप इस मामले में स्टेट गवर्नमेंट को कुछ करने के लिए मजबूर कर सकते हैं। यह जो पिछड़े हुए इलाके हैं इनको ऊंचा उठाने की जिम्मेवारी सैंट्रल गवर्नमेंट की है। मैं मानता हूं कि प्राविंशल ऑटोनोमी (प्रान्तीय स्वायत्तता) है लेकिन जहां तक बैकवर्ड इलाकों का ताल्लुक है, उनके लिए सैंट्रल गवर्नमेंट रिसपोंसिबल (जिम्मेवार) है। इसको चाहिये कि यह उनकी तरफ खास तवज्जह दे।

मैं इस जिमन में आपकी खिदमत में थोड़ा सा भिवानी, जिला हिसार का भी जिक्र करना चाहता हूं। सर छोटू राम का कहना था कि हिसार की एक एक इंच जमीन का टुकड़ा पानी के अन्दर होगा। लेकिन अब भिवानी को निकाल दिया गया है। भिवानी के बारे में यह कहा जा रहा है कि वहां पर ट्यूबवेल लगेंगे लेकिन इस चीज को तो हम पांच बरसों से सुनते आ रहे हैं। १० लाख रुपया एक बार बजट में रखा भी गया था लेकिन कुछ भी नहीं किया गया है। कोई उस इलाके की परवा नहीं करता है। वहां पर आबपाशी के लिए पानी को तो जाने दीजिये, पीने के लिए पानी नसीब नहीं होता है। जिला हिसार में लोगों को १०-१० मील तक पानी लाने के लिए जाना पड़ता है। ऊटों को वे लोग पानी लाने के लिए ले जाते हैं लेकिन फिर भी सारा दिन घूमने के बाद भी पानी पीने के लिए उन्हें नसीब नहीं होता है। इस वास्ते मेरी आपसे फिर यह प्रार्थना है कि आप भिवानी और गुड़गांव का खास तौर से खयाल रखें और उनके लिए कुछ करें।

अब इस मामले को मैं एक और नुक्तेनिगाह से आपके सामने पेश करना चाहता हूं। अभी श्री त्रिपाठी जी ने कहा और उसी से मुझे भी यह खयाल आया कि मैं कुछ कहूं। आप हमेशा यह कहते हैं कि पूरे हिन्दुस्तान को हमें लेना चाहिए और याद रखना चाहिए कि यह एक है। आज हिन्दुस्तान के अन्दर आप क्या देखते हैं। हर एक स्टेट के अन्दर हम देखते हैं कि स्टेट पैट्रियोटिज्म (वफादारी) तो है लेकिन हिन्दुस्तान के लिये वह पैट्रियोटिज्म कुछ थोड़ी सी एटेनुएटिड (कम) हो गई है। यह खतरनाक चीज है, यह रांग है। मैं इस देश को एक उस दिन समझूंगा जिस दिन हिन्दुस्तान के हर एक आदमी को खाने पीने की चीजों के अन्दर, उनकी कीमतों के अन्दर कोई भेदभाव नहीं रहेगा। उसी दिन यह भारतवर्ष एक होगा जिस दिन जहां तक एसेंशियल आर्टिकल्ज आफ लाइफ (जीवन के लिए आवश्यक चीजों) का सवाल है, उसके अन्दर एक तरह की इक्वेलिटी (बराबरी)

आ जाएगी जिसका जिक्र दफा १४ के अन्दर है कि यूनिफार्मिटी (समानता) और इक्वैलिटी आफ राइट्स (बराबर अधिकार) तक हमें पहुंचना है। आज अगर मैं पंजाब में गल्ला पैदा करता हूं, तो वह गल्ला मुझे सस्ता पड़ता है क्योंकि मैं फारचुनेटली (भाग्यवश) पंजाब का रहने वाला हूं जहां पर कई प्रकार की सहूलियतें सुलभ हैं और गल्ला भी काफ़ी होता है। लेकिन आज मैं इस बात की कोशिश करता हूं कि इसको दूसरी जगहों पर भेजकर मैं नाजायज फायदा उठाऊं। आज जो अनाज मैंने पैदा किया है उसको मैं त्रावणकोर कोचीन में भेज कर बहुत ज्यादा कीमत वसूल करना चाहता हूं और इसका मैं हमेशा प्रयत्न करता हूं। आज मुझे यह मानना चाहिए कि यह मेरा मुल्क है और सारे मुल्क के साथ ही मेरा भला है। यह तभी हो सकता है कि जो खाने पीने की चीजें हैं, वे तकरीबन एक ही कीमत पर सबको उपलब्ध हों। जहां तक इलेक्टरीसिटी का ताल्लुक है, इसको पैदा करने के लिए जितने भी अंडरटेकिंग्ज (कारखाने) हैं वे तकरीबन सारे गवर्नमेंट के हाथ में हैं और मैं चाहता हूं कि सबको इलैक्टरिसिटी एक ही रेट पर मिले। यह नहीं होना चाहिए कि किसी को दो पैसा फी यूनिट के हिसाब से मिले, किसी को छः पैसा यूनिट के हिसाब से और किसी को चार पैसा फी यूनिट के हिसाब से। जब ऐसे डिफरेंट रेट्स (भिन्न-भिन्न दरों) पर बिजली सप्लाई की जाती है तो इसका नतीजा यह होता है कि जिसको इलैक्टरिसिटी सस्ती मिलती है वह तो एक चीज सस्ती बना लेता है और जिसको महंगी मिलती है, वही चीज वह महंगी बना पाता है। दफा १४ में सारे हिन्दुस्तान के लिए जो चार्टर बना है उसकी तरफ काफी तवज्जह नहीं दी जाती है। इस तरफ इस डिपार्टमेंट (विभाग) को जो कि पानी और इलैक्टरिसिटी का डिपार्टमेंट है, खास तवज्जह देनी चाहिए। आज मैं देखता हूं कि सिर्फ साढ़े सात फीसदी दरियाओं का पानी इस्तेमाल होता है। अगर हमें इंडस सिस्टम का २० फीसदी के हिसाब से पानी मिले, जिसके कि हम एंटाइटल्ड (अधिकारी) हैं, तो न केवल हम पंजाब को ही बल्कि जैसलमेर तक और न जाने कहां तक जमीन को सरसब्ज बना सकते हैं। आप को मालूम ही हैं कि जो फैसला अमरीका के अन्दर हो रहा है और जिस बेसिस (आधार) पर वह हो रहा है, वह सही नहीं, जस्ट (न्यायोचित) नहीं है। जितना हमको पानी मिलना चाहिए वह २० फीसदी से कहीं ज्यादा होना चाहिए उतना हमें नहीं मिल रहा है। तो हम जितना हमें मिल रहा है उसका भी ठीक तरह से इस्तेमाल करने की स्कीमें हमारे पास नहीं हैं।

इसी तरह से जहां तक इलैक्टरिसिटी का ताल्लुक है, पंजाब के रहने वाले अभी तक भी इसके वास्ते तरसते फिरते हैं। दिल्ली में, हिसार में और रोहतक में और हिन्दुस्तान के जो दूसरे हिस्से हैं उनके अन्दर हम क्या देखते हैं जिस दर से आज तक इलैक्टरिसिटी हमें मिलती थी उसी दर से आज भी मिल रही है और हाइडरो-इलैक्टरिक (जल-बिजली) के हिसाब से नहीं दी जा रही है। पुरानी दर ही अभी चल रही है। यह वाजिब नहीं है, यह दुरुस्त नहीं है।

अब मैं फ्लड कंट्रोल (बाढ नियंत्रण) के बारे में थोड़ा सा अर्ज करना चाहता हूं। इस बार जितनी पंजाब में तबाही आई, उतनी शायद पहले कभी नहीं आई। पंजाब में पहले भी फ्लड आए लेकिन उनसे इतनी तबाही नहीं हुई जितनी तबाही इस बार हुई है। मैं तो यह समझता हूं कि शायद इतनी जबरदस्त तबाही हमारी जिन्दगी में पहले कभी देखने में नहीं आई है। इन फ्लडस के कारण करोड़ों रुपये का नुकसान हुआ है। यह नहीं कहा जा सकता कि इस बार ये फ्लड आए और आइंदा नहीं आ सकते। इनको रोकने का सवाल भी एक बहुत जरूरी सवाल है। इन फ्लडस को आप तब तक रोक नहीं पायेंगे जब तक इनको रोकने का हिमाचल प्रदेश में ठीक तरह से बन्दोबस्त नहीं किया जाय, जब तक वहां जितनी वैजिटेशन (वनस्पति) है, वह दुरुस्त नहीं होगी, जो दरख्त लगने हैं, वे ठीक तरह नहीं लगाये जायेंगे और जो दरख्तों का काटना है उसको रेग्युलेट (विनियमित) नहीं किया जायगा। इस वास्ते यह निहायत जरूरी है कि एक इंटेग्रेटिड (सर्वतोमुखी) स्कीम बनाई जाये और गवर्नमेंट आफ इंडिया उस स्कीम को लागू करे। अगर ऐसा किया गया तभी फ्लडस (बाढ़) का जो मसला है वह सैटिसफैक्टरी ढंग से हल हो सकेगा।

आखिर में मैं जो काम इस मिनिस्टरी ने किया है, उसके लिये मैं इसको मुबारिकबाद देता हूं और मैं चाहता हूं कि गवर्नमेंट के जो दूसरे महकमें हैं, वे भी इस मिनिस्टरी की तरह से सैटिसफैकटीरिली (संतोषजनक ढंग से) काम करें।

श्रीमती कमलेन्दुमति शाह (जिला गढ़वाल, पश्चिम व जिला टिहरीगढ़वाल वा जिला बिजनौर, उत्तर) : उपाध्यक्ष महोदय, मनुष्य के जीवन में पानी का हवा के पश्चात् दूसरा

[श्रीमती कमलेन्दुमती शाहा]

स्थान है । हम सब जानते हैं कि सिंचाई की कितनी आवश्यकता होती है, खेती के लिए, बनों के लिए, बगीचों के लिए, फलों के लिए । इसलिए पानी एक बहुत ही आवश्यक वस्तु है ।

गढ़वाल में सिंचाई का क्या हाल है यह वही व्यक्ति जान सकता है जो वहां पहुंच कर उसे देखे । वहां वही हालत है जैसी कि अंग्रेजी में एक कहावत है :

"Wate water everywhere, not a drop to drink."

हमारे यहां से विशाल नदियां गंगा और जमुना आती हैं लेकिन हमारे यहां पीने तक के लिए पानी की कठिनाई है । मैं पांडे जी की इस बात का समर्थन करती हूं कि हमारे यहां स्प्रे इरीगेशन (छिड़काऊ द्वारा सिंचाई) का यन्त्र (डिवाइस) लगाया जाये और उसकी आजमाइश की जाये ।

नैनीताल में कालागाढ़ डिवीजन में रामगंगा पर ३५ करोड़ की लागत से एक बहुत बड़ा बांध बनाया जा रहा है । यह बड़ी खुशी की बात है । लेकिन मुझे अफसोस के साथ कहना पड़ता है कि उस बांध से टेहरी गढ़वाल को अधिक लाभ नहीं होगा सिवाय इसके कि हमको उससे थोड़ी बहुत बिजली मिलेगी । पर हमारे यहां तो सिंचाई के लिए पानी की आवश्यकता है । अगर हमको थोड़ी बिजली मिल भी जायेगी तो उससे हमारा क्या लाभ होगा । किसान उसको लगा भी नहीं सकेंगे क्योंकि वे उसका किराया नहीं दे सकेंगे । नैनीताल में यह सिद्ध हो गया है कि जो बिजली पैदा की गयी है उसका उपयोग जनता नहीं कर रही है क्योंकि वह बहुत महंगी है । इसलिए मेरी प्रार्थना है कि सबसे पहले मेरे इलाके के लिए सिंचाई के साधन जुटाने की आवश्यकता है ।

मैंने सोचा था कि मंत्री महोदय जो चीजें मैंने मांगी हैं वे मुझे दे देंगे और मुझे उनको धन्यवाद देने का मौका मिलेगा । मैं तीन बरस से मांग कर रही हूं कि हमारे यहां एक नयार नाम का बांध है उसे पूरा कर दिया जाये । बिलीनीकरण के पहले, आज से कोई ११ या १२ साल पहले यह स्थान चुन कर यह काम वहां शुरू हो गया था और कोई ९ लाख रुपया भी इस पर खर्चा हो चुका था । इंटेरिम मिनिस्ट्री (अन्तरिम मंत्रिमंडल) के समय में यह अनुमान लगाया गया था कि इस पर आठ करोड़ रुपया खर्च होगा । मुझे आशा थी कि द्वितीय पंचवर्षीय योजना में इस बांध का काम लिया जायेगा और अवश्य लिया जायेगा । मेरी यह आशा इसलिये और भी दृढ हो गयी कि नैनीताल में ३५ करोड़ की लागत से राम गंगापर के बांध बनाने की मंजूरी दी गयी है । फिर मैं समझती थी कि हमारे यहां के लिय भी यह बांध स्वीकार किया जायगा । हो सकता है इस पर इस समय ११ या १२ करोड़ रुपया लग । जब इस विषय में म केन्द्रीय सरकार से पूछती हूं तो कहा जाता है कि अभी प्रांतीय सरकार से कोई उतर नही आया है । जब प्रान्तीय सरकार से पूछती हूं तो कहा जाता ह कि सरकार इस बांध का काम अभी हाथ में नहीं ले सकती क्योंकि इस पर ४९ या ५० करोड़ रुपया खर्च होगा । मेरी समझ में नहीं आता कि यह आठ करोड़ का पांच गुना और छः गुना कैसे हो गया । मुझे तो ऐसा लगता है कि इस स्थान को देखने कोई इंजिनियर नहीं गया है । मैं चाहती हूं कि जिस तरह से कि रेहांद बांध की देखने इंजिनियर्स गये थे वैसे ही इसे देखने भी जायें । अगर इंजिनियर्स इसे देखने जायें तो वे इस नतीजे पर पहुंचेंगे कि ११ या १२ साल में एस्टीमेट ८ करोड़ से बढ़कर ४९ करोड़ नहीं हो सकता । इसलिए मेरी प्रार्थना है कि कम से कम इस स्थान को दिखा तो दिया जाता । यहां पर लगभग ९ लाख रुपया खर्च भी किया जा चुका है । अगर सरकार अनुमति दे तो मैं स्वयं किसी इंजिनियर को ले जाकर यह स्थान दिखला दूं । मैंने वह स्थान खुद देखा है । मैं नहीं समझती कि उस बांध पर इतने करोड़ रुपया कैसे लगा जायेगा । यह दूसरी बात है कि इंजिनियर अपने लिए ५० या २५ पर सेंट अलग रख कर चौगुना और पांच गुना एस्टीमेट बतला दें । लेकिन इस काम में इतना रुपया लग नहीं सकता । इसलिए मेरी सरकार से प्रार्थना है कि मेरी तसल्ली के लिए और उस क्षेत्र की पिछड़ी हुई जनता की तसल्ली के लिए एक अच्छे इंजिनियर को वह स्थान दिखलाया जाये और उसकी राय ली जाये । यह न हो कि केन्द्रीय सरकार इस मामले को प्रान्तीय सरकार पर टाल दे और प्रान्तीय सरकार केन्द्रीय सरकार पर टाल दे और हम बीच में रह जायें और कितनी ही पंचवर्षीय योजनायें निकल जायें और हमारे यहां पानी की वही हालत रहे ।

अभी २९ तारीख को हमारे प्रधान मंत्री जी ने अपने भाषण में कहा था :

"The most important problem is the problem of the underdeveloped parts of the world, the economic growth of the underdeveloped parts of the world."

पहले हमें आश्वासन दिया जाता है कि तुम्हारा जिला पिछड़ा हुआ ह, यह लिखित वचन दिया जाता है । उसके बाद मुकर जाते हैं और जब हम बांध की मांग करते हैं कि हमारे जिले के उत्थान के लिए, उसे आगे बढ़ाने के लिए हमें एक बांध दिया जाये तो टालमटोल की जाती है इसके मानी मैं क्या समझूं । मैं सरकार को बतलाना चाहती हूं कि इस बांध से पौढ़ीगढ़वाल में और टेहरी गढ़वाल में दोनों में सिंचाई हो सकती है और कोई ६ या १० हजार वर्गमील के एक लाख एकड़ भूमि की सिंचाई हो सकती है । जो बांध रामगंगा पर बन रहा है उसका पानी उलटा गढ़वाल को नहीं पहुचाया जा सकता । उससे तो हमको थोड़ी बिजली ही मिलेगी । अगर हमें फायदा मिल सकता है तो वह केवल नयार बांध से ही मिल सकता है और मैं सरकार से उसके लिये एक बार फिर निवेदन करती हूं कि उस पर ध्यान दे और इसके बारे में कुछ कारवाई अवश्य करे । मुझे आशा है कि मुझे जब इस विषय पर दूसरी बार बोलने का अवसर मिलेगा तो मैं मंत्री महोदय को धन्यवाद दे सकूंगी कि उन्होंने मेरे निवेदन को स्वीकार किया ।

Shri Nettur P. Damodaran (Tellicherry): The one district which has been continuously under neglect both by the Centre and by the State, both under British rule and even afterwards, is my home district of Malabar in the State of Madras. Everybody in India knows the name of my district. But very few outside the district know how it looks like and what its problems are. It is a problem-district in more respects than one.

The political ills of the Malabar district and the adjacent areas of Tranvancore-Cochin are too well-known to the House. Its topography, its customs and manners, and even its problems are very different from those of the other districts in India. Whenever we make representations about irrigation, power and railway projects for our district, we are told, Sir, sometimes even by responsible persons that Malabar is after all only one district in India.

It is true that there is only one collector administering that district. But Malabar is the biggest district in the whole of India. It has a population of about 48 lakhs or nearly 5 million, which is more than that of the State of Jammu and Kashmir. We know how much money is being spent in the Kashmir area. Of course, we do not grudge it. But we are sorry to find that a district with a population which is more than that of Jammu and Kashmir State does not get attention that it deserves.

There are 6 Members from that area in this august House and there are about 30 Members in the Madras Assembly representing that area. It has a very high density of population, about 800 people per square mile. People say that India is now independent, is a Republic, that the First Five Year Plan is coming to a close and the Second Five Year Plan will be under way very shortly. When I come out of Malabar, I also feel that India is really independent, the First Five Year Plan has been almost successfully completed and the Second Five Year Plan is going to be launched. But our people in Malabar have not tasted the fruits of independence or of the First Five Year Plan.

We are told that there is the Bhakra-Nangal project in the Punjab, the Damodar Valley project in Bihar, the Hirakud project in Orissa, the Tungabhadra project in Andhra and Karnataka, the Chittaranjan factory in West Bengal, the Sindri factory in Bihar and so on. We tell our people that all these things are the achievements of independent India. We are really proud of that. But what have we in Malabar got after the independence of India and even after the implementation of the First Five Year Plan? We have got a small irrigation project, called the Malampuzha project, and a number of covered platforms for some of the railway stations in Malabar. This is all what we have got after independence and after the successful implementation of the First Five Year Plan.

We have been demanding two major projects, one a hydro-electric project and another a railway project. Now the discussions on the Demands for Grants relating to the Railway Ministry are already over. Though I have been repeating almost every year for a railway to connect an important town in Malabar with the adjacent State of Mysore, this demand has never been attended to. In Malabar, there is constant agitation going on for the inclusion of a scheme, which, though it does not actually fall in the district of Malabar, is on the border of Malabar and Coorg—I am speaking of the Barapole hydro-electric project.

Three major hydro-electric schemes were considered by the Government of India for the southern region, that is, the Madras, Mysore and Kerala

[Shri Nettur P. Damodaran]

area. They are Honna Maradu in Mysore, Kunda in Madras and Barapole in the small Part 'C' State of Coorg. The Honna Maradu project, I understand, has already been accepted. There was a tie between the Kunda hydro-electric scheme and the Barapole hydro-electric scheme. The latter scheme is probably pronounced as 'Barapol' here, but in Coorg it is pronounced as 'Barapoley' and in Malabar the pronunciation is 'Varapuzha'. But it is all the same.

Concrete hopes were given to the people of Coorg about the Barapole hydro-electric project. When the hon. Deputy Minister was intervening in the debate, he told our Madras friend that the Kunda hydro-electric scheme had already been included in the Second Five Year Plan. I have no quarrel with that, because I belong even now to Madras, though from October 1st, I will belong to the proposed Kerala State. I am very happy that the Kunda hydro-electric scheme has been included in the Plan, but I am sorry that it has been included not because it is the cheapest scheme in that area, not because it is going to benefit the maximum number of people when compared with the Barapole hydro-electric scheme but on other considerations. The hon. Deputy Minister said that in the matter of selection of hydro-electric schemes, priority was given to more important schemes which in the national interest were considered much better; he also mentioned the cost of the scheme and various other factors. Now, I reliably understand that the Barapole hydro-electric scheme is a much cheaper scheme and a more beneficial scheme than the Kunda hydro-electric scheme. Madras is a bigger State and pressure, I understand, has been brought to bear upon both the Planning Commission and perhaps important people in the Ministry of Irrigation and Power, to choose the Kunda scheme in preference to the Barapole scheme.

Shri A. M. Thomas (Ernakulam): Was there any Minister to represent Malabar in the Madras Cabinet?

Shri Nettur P. Damodaran: Unfortunately, there is no Minister to represent Malabar in the Madras Cabinet. That is also one of the reasons why we say that the district of Malabar, with a population of 48 lakhs of people, has been constantly under neglect.

Mr. Deputy-Speaker: The hon. Member has already said that when he comes out of that district, he finds that independence has dawned on India.

Shri Nettur P. Damodaran: Yes, you are perfectly right. Within the district, we do not feel that we have become independent, we do not feel that the First Five Year Plan has had any effect on the people of Malabar.

Shri C. R. Narasimhan (Krishnagiri): On a point of clarification . . .

Shri Nettur P. Damodaran: I would ask my hon. friend to give me a patient hearing. Our Tamil friends are equally vehement about the Kunda project. Of course, I have no quarrel with that, but it should not be at the expense of the Barapole project. Coorg is a small State. It cannot exert much influence . . .

Shri C. R. Narasimhan *rose*—

Mr. Deputy-Speaker: Order, order. The hon. Member is not giving way. *(Interruption).* When he is not giving way, the hon. Member cannot go on interrupting while sitting.

Shri Nettur P. Damodaran: Unfortunately, my hon. friend from Coorg is not here to defend his case. He is laid up; if he were present, he would have fought the case for Coorg. But I am speaking of the Barapole project because it benefits an area much more than Coorg; it benefits the district of Malabar which is a very populous district, a district which has many grievances to ventilate both with regard to the Centre and the State.

Shri N. Rachiah (Mysore—Reserved —Sch. Castes): I can defend Coorg as it will be forming part of Karnatak on the 1st October.

Shri Nettur P. Damodaran: I am also going to speak on that aspect.

The Chief Minister of Coorg, after coming over to Delhi and meeting the Planning Commission members, returned to Bangalore and issued a Press statement in which he said that the Barapole hydro-electric scheme had been accepted by the Planning Commission for inclusion in the Second Five Year Plan. There were reports in the papers that a new road connecting Tellicherry—the constituency which I represent—with Barapole was going to be constructed shortly, and the Barapole hydro-electric scheme had already been accepted. Now, I want to know what is the position with regard to that scheme, since the Deputy Minister has said that the Kunda hydro-electricity scheme has already been accepted.

I honestly feel that the voice of the people of Malabar or of Coorg has not been listened to by the Centre. This scheme costs, I understand, only Rs. 16 crores in comparison with Rs. 23 crores the Kunda scheme is going to cost. Besides, I reliably understand that the Barapole project can produce more kilowatts of electricity than the Kunda scheme is expected to produce. Both these schemes are very near to Malabar. Even the Kunda scheme is very near to Malabar district, but, unfortunately, Malabar is going into Kerala and we cannot hope to get any amount of electricity from the Kunda scheme, because the electricity that will be produced there will be fully required for the State of Madras. The situation being like this, the Planning Commission or the Central Government would not have lost much if they had accepted the Barapole hydro-electric scheme also. An additional benefit of the Barapole scheme is that 30,000 acres of land in Malabar, where there are no major irrigation schemes, could profitably be watered by the Barapole hydro-electric scheme. The waters of the Kunda river are now already used up in the Lower Bhavani Project in the State of Madras. There is absolutely no possibility of utilising the waters of the Bunda river for irrigation purposes any more. As for the Barapole scheme, the river flows into Malabar and 30,000 acres of land in Malabar in an undeveloped and backward area and about 6,000 acres of land in Coorg itself could be profitably watered by this scheme. I think this aspect of the question has not seriously been considered by the Ministry of Irrigation and Power or the Planning Commission. I would now like to know what is the position of the Barapole hydro-electric scheme under the second Five Year Plan is going to be.

There is unemployment of the educated and also of the uneducated to a very large extent in the district of Malabar. If these two schemes of the Tellicherry-Coorg-Mysore Railway and the Barapole hydro-electric project were included in the second Five Year Plan, that would have solved the problem of unemployment to a very considerable extent in that troublesome area. An organisation has been formed in Malabar with representatives of all political parties, with Members of Parliament, with members of the local Legislature, and other leaders of public opinion all in that committee, called the Malabar Coorg Rail Hydro-electric Projects Promotion Committee. That committee has made constant representations. As a member of that committee, I, along with other members from Malabar district, some members of the Coorg State and a few members of the Mysore State, including Shri Nijalingappa, waited on deputation on the Vice-Chairman of the Planning Commission, Shri V. T. Krishnamachari and explained the whole position to him. He gave us a sympathetic hearing but, now, I am afraid that the Barapole hydro-electric scheme, in spite of this great work that we have done, and in spite of the agitation that was going on in the State of Coorg and in the district of Malabar, has not been included in the second Five Year Plan.

We cannot hope to get fair treatment in this matter from the Government of Madras. Though Malabar is now a part of Madras, the Madras Government has a feeling that Malabar is shortly going out of their hands and the needs and requirements of Malabar need not be very seriously considered by them. Coorg is a small State; it cannot take up such a scheme as the Barapole scheme which costs about Rs. 16 crores. With the coming in of the States reorganisation the situation now changes. Coorg is going into Karnataka and Malabar is going into Kerala. Karnataka has got many other hydro-electric schemes even now working and the Honnamaradu project of the Mysore State will also be in the Karnataka area. So, the Karnataka State or the Mysore State —whatever, the name might be— may not be very much interested in the future of the Barapole hydro-electric scheme. The Kerala State, with Malabar and Coorg coming in at one corner, the northern end of Kerala and Coorg not coming under it, I do not know whether it will be in a position to do anything about the scheme. A much bigger scheme, the Iduki scheme is under the contemplation of the Travancore-Cochin Government. So, this scheme which is going to benefit both Malabar and Coorg has very remote chances of being included in the third Five Year Plan also if it is not included in the Second Five Year Plan. So, that area will always be neglected. I, therefore, request the hon. Minister for Irrigation and Power to look into the matter very seriously and to do justice by Malabar and Coorg.

Another small thing that I want to bring to the notice of the House is this, that much was said in the Madras Assembly that a scheme called the Kanhirapuzha scheme is going to be included in the second Five Year Plan. Questions

[Shri Nettur P. Damodaran]

were put in the Madras Legislative Assembly recently and the reply given by the hon. Minister in charge of Irrigation and Power there is that the schemes were submitted to the Planning Comission and the Kanhirapuzha scheme has been asked to be dropped by the Planning Commission. Apart from the Malampuzha scheme, this Kanhirapuzha scheme is the second biggest irrigation scheme in the district of Malabar. Perhaps, it is much bigger than the Malampuzha scheme itself. The people of Malabar are very sadly disappointed since the Kanhirapuzha scheme does not find a place in the proposed second Five Year Plan.

To other small schemes that I would suggest is the diversion of the Manantoddy river in Wyanad taluk towards Malabar and the Oorakuzhi hydro-electric scheme. The Manantoddy river takes its birth in Malabar and flows into the Kavery river in Mysore State. It may not be very useful to the Kavery river or whether it is useful or not, this water legitimately belongs to us and if some dam is constructed near Manantoddy town in Wyanad taluk, the waters of the river can be utilised for irrigation in Shirakkal, Kottayam and Kurumbranad taluks of Malabar. The hydro-electric project....

Mr. Deputy-Speaker: The hon. Member has to conclude now; his time is up.

Shri N. P. Damodaran: The Oorakuzhi hydro-electric scheme in Kurumbara Nad taluk and two other schemes which I want to mention.....

Mr. Deputy-Speaker: No more fresh schemes now.

Shri N. P. Damodaran: Only the names I will mention, Sir. They are the Pothundi irrigation scheme in the border of Travancore-Cochin and Malabar and the Idukki hydro-electric scheme in the State of Tranvore-Cochin.

Shri C. R. Narasimhan: One clarification, Sir. The hon. Member was mentioning and he was assisted by another eminent colleague of ours that the Malabar scheme was not carefully considered because of the absence of a Minister from Malabar in the Madras Cabinet. I just want one clarification, as to how he will feel now when in Kerala there is no Ministry whatever.

Mr. Deputy-Speaker: This feeling can be found outside.

Shrimati Sushama Sen (Bhagalpur South): Sir, at the fag end of the debate I stand to congratulate the Ministry on the progress achieved during the first Five Year Plan, though I know what odds they have had to face and the criticisms and the demands that have been pouring in. But the hon. Minister himself has taken great care to look into these criticisms and, I may add that some of these criticisms are just by hearsay. Neither have they visited these big projects nor have they gone into each case; and even then some blind criticisms have been levelled. The main target of criticism was the bigger River Valley Projects and especially the Damodar Valley and the Hirakud.

We have heard from the hon. Minister himself yesterday that work is nearing completion in Hirakud and that water for irrigation and power for industry will be made available soon. The progress of the work has been fast during the past two seasons exceeding the targets in most of the items. The progress during the current season up to the end of February, 1956, is well ahead of schedule. Now, with your permission I will just read a few lines about labour welfare as I am very much interested in that. In this little brochure, a detailed account is given.

> "Over 30,000 workers are engaged on this Project during the peak period of construction. Government have taken special care to provide adequately numerous amenities to them, particularly housing, medical aid, water supply, sanitary arrangements, lighting, etc. There are creches for the babies, primary schools for children and night schools for adults....."etc.

We find that the labour welfare has been quite adequately protected.

Now, regarding the Damodar Valley Corporation, the progress on Maithon dam was slow as the Minister himself pointed out, but this has been examined by the Ministry and necessary action taken. Now the work on Maithon is nearing completion. Over 90 per cent of earth dam and 80·5 per cent of concrete dam have been executed.

The D.V.C. projects for the development of the Damodar river basin and its tributaries have already begun to enrich areas in Bihar and West Bengal by

making available more power for industry and the people. So, it is not right to say that the D.V.C. has done no good work so far. We know that some of the areas which were quite barren have been supplied with water and irrigation facilities.

The Durgapur Barrage, which was completed in August last year, has provided irrigation facilities to a large area in the valley. Ultimately, it is expected to add 3,50,000 tons of extra foodgrains to the nation's larder. The Konar Dam was completed soon after. The Bokaro thermal station with a capacity of one million fifty thousand kilowatts, and the Tilaya hydro-station were commissioned in 1952. The Panchet Hill is in progress and is expected to be completed in 1958.

I shall say a few words about the Bhakra-Nangal Project, about which there has been a lot of criticism. But when one goes to see this project, its magnitude and gigantic approach, one is apt to say that these criticisms are not justified unless one really sees the place and actually goes into the details, as we have just heard some criticisms from Pandit Thakur Das Bhargava, Bhakra-Nangal is already releasing water for the non-perennial irrigation of large tracts of arid land in the Punjab and Pepsu—three million acres—and supplying 48,000 K.W. from the Ganguwal powerhouse. On the Nangal hydel canal, concreting for the 650 feet high Bhakra Dam commenced last November. The benefits of irrigation are there and I will say just a few words about them.

The implementation of irrigation and power projects in the First Five Year Plan has brought about a rise in food output from 50 million tons in 1950-51 to 65·8 million tons in 1954-55, exceeding the target by 4·2 million tons. This happy consumption is in a large measure due to the opening up of over 4 million acres of virgin and irrigated soil through fresh irrigation facilities and increased water supply by the end of 1954-55.

I am sorry I am having to refer to my notes because there are so many figures. So, with your permission, I do that. Food imports which totalled 4 7 million tons in 1950-51 fell to only 0·77 million tons in 1955, saving the nation a considerable amount of foreign exchange, which was consumed at an alarming rate on this account during the early years of Freedom. Increased availability of power has also thrown open new vistas of employment in big and small industries in towns and rural areas. Success in this sector, which was the pivot of the First Plan, has strengthened the nation's economy. But this does not mean that there is still no room for expansion, and so we should not rest complacent.

The question is often asked to what extent the flood control measures undertaken have worked? The details of this will soon be forthcoming. The progress made since the inception of the programme up to the end of 1954-55 was reviewed and the statement laid on the Table of the House. Close on the wake of the 1954 floods, the floods of 1955 have also caused widespread havoc. The damages done by the 1954 floods have been given State-wise in a pamphlet. But the year 1955-56 is a year of considerable significance. It was in a very real sense a trial of strength coming as it did close on the heels of 1954 floods and after the completion of the emergent works undertaken in 1954-55.

As there is no time to go into other details, I shall confine myself to the Kosi Project, which is most familiar to me, coming from Bihar. It deserves special mention. Here the nation is trying and, I am proud to say, quite successfully the experiment of mass public co-operation in building multi-purpose scheme involving large quantities of earthwork. I congratulate my friend here and also, of course, the Minister, who has really initiated this project. There was great apprehension that the earth embankment costing so much money would be washed away, but I am glad to say that about 18 miles of the earth embankment on both the banks of the turbulent Kosi river stood not only firm but also gave protection and benefited a cropped area of the order of 3·5 lakhs acres. Public co-operation was tried at Kosi and the experience gained deserves to be applied and exploited in full at other construction centres during the period of the Second Plan. A large number of irrigation projects and innumerable other public works such as embankments, canals, bridges, roads, etc., will have to be constructed for which manual labour in abundant supply in the country can be used on an extensive scale. Encouragement should be given to free and voluntary labour, *shramdan*, in national development. The Second Plan has been built up from below. Every village and almost every villager looks forward to some benefit out of it. For instance, in my rural area of South Bhagalpur, I am

[Shrimati Sushama Sen]

happy to say that two minor dams have been sanctioned. It is a scarcity area, and irrigation facilities are very difficult, and small dams are not of much use, we do need exploratory tube wells, as well in order to meet the irrigation requirements. In the backward areas like my area, people know their needs. If voluntary labour and *shramdan* are encouraged in these areas. I am sure they will give the labour without much expense and the Government will be saving quite a lot of money on this account. The whole work of public co-operation in Kosi is looked after by a Central Committee of the Bharat Sewak Samaj on the advice of the Minister, Shri Nanda. One of our colleagues—Shri L. N. Mishra; he is not here—worked most indefatigably and has given a lot of time and has organised the whole work very successfully. There has been a lot of savings on that account. I would, therefore, earnestly appeal to the Minister to start the *shramdan* work wherever these projects are going on for that will really save a lot of money instead of going on with the contract system.

3 P.M.

I am glad to say that the Ministry is now considering the labour exchange scheme for river valley projects. To my mind this scheme would be very helpful in solving to some extent the unemployment problem. There are already great misgivings that when the works on the bigger projects like the DVC and Hirakud are completed, the workers' problem or retrenchment will stare one at one's face. The Ministry, I hope, will try to employ these workers and also the machinery in the new projects that are being taken up.

With these few words, I thank you for giving me this opportunity and I strongly support this Demand.

Shri R. P. Garg (Patiala): Sir, I rise to record my appreciation of the Minister of Irrigation and Power for his lucid exposition. The targets of the First Plan for irrigation and power projects have been materially achieved. The success of the flood protection works, particularly at Dibrugarh, has been remarkable and it would not have been possible without the personal interest of the Minister Shri Nanda. He is equally to be congratulated for making a successful experiment of the public co-operation on Kosi dam.

It is an admitted fact that the standard of living of a country cannot be raised without speedy completion of river valley projects all over the country. The products will not only help in the addition of foodgrains, raw material for industries and the checking of flood devastation, but would also help to produce cheap and abundant electricity for the industries.

What are the irrigation and power potentials in our country? We have about four hundred million acres of culturable land and at the end of the Second Plan, we would be able to irrigate only ninety million acres. That means only nineteen per cent. of the irrigation potential. We have to tap another eighty per cent. of the irrigation potential in order to irrigate the remaining 310 million acres.

On the power side, by the end of the Second Plan, we shall be having 4:5 million kws. I understand that the power potential of the country is near about forty million kws. We have to develop the power potential of the country also. We must have a long range policy in order to develop the irrigation and power potential. In our country, we need ten more Five Year Plans.

What is happening in our big river valley projects? All the dams are having different kinds of organisation and administration. At Bhakra, there is a control board; at the DVC, there is corporation and at Hirakud, there is yet another different organisation.

I will take Bhakra first. The Bhakra Control Board does not have statutory powers; it is at the mercy of the State Government. I am not sure if it has any effective control over the project or the personnel. There are lots of American engineers on the dam. Some of them are as fresh as our own boys here but they are dubbed as specialists and are being paid exorbitant salaries and our boys are not given the jobs and even if they are given they get only Rs. 250 to start with. I can agree for any number of specialists but if we engage foreigners for all sorts of jobs, where shall our boys go and how shall we train them?

The hon. Minister yesterday said that they have appointed an enquiry committee. I may add that if public men are included in that committee, many more corruption cases will come to the limelight. He said that corruption is limited to the canal system. But I can assure the House and I can definitely say that worse things than corruption are happening and have happened in the main

dam. There has been much wastage, a lot of irresponsible spending and a lot of inefficiency. If two public men are included, we can bring all these things to the notice of the enquiry committee.

Regarding DVC, the hon. Minister has admitted that there have been delays for more than eight months which resulted in financial loss as well as loss in the progress of other projects. I am sure the Chairman of the DVC must not be having comfortable time at the hands of the States concerned.

Regarding Hirakud, I am glad that the project is nearing completion. But what about the canal system and transmission lines ? The main dam is nearing completion. The canal system to carry water and the transmission lines for power—these will take two or three years. Why have we blocked money like this ? It is definitely bad planning. We should have thought about the canal system and the transmission lines much earlier.

The hon. Minister yesterday, I understand, said that subsidiary dam which was stopped two or three years ago was being started again. Then, he said that this dam was not economical or productive and that was why they had to stop. Now, I understand that it is being justified. I do not know why they took this hasty step.

An Hon. Member: He never said that.

Shri R. P. Garg: Why did they stop it?

The Minister of Planning and Irrigation and Power (Shri Nanda): May I just explain the position ? The matter came up to the Planning Commission at a certain stage. In those days, there was a paucity of funds and the question was whether we could spend that much money for the purpose of subsidiary power. The view taken was that possibly, that power would not be required so soon and therefore a decision was taken that we might give that up for the time being.

Shri R. P. Garg: Secondly, there is no co-ordinating machinery for the utilisation of the experience of engineers from one dam in another. He told us yesterday that there was a surplus of personnel on the DVC and he has circulated a list to the other dams to absorb them. It is very difficult, without pre-planning, to absorb technical personnel. The same is true of the machinery. They have circulated a list of surplus machinery to the other projects. The equipment cannot be used in a rational way if it is not preplanned. It will get rusty in course of time and the spare parts would disappear and they will become useless. As they are to be imported from other countries at a heavy cost, we cannot allow this criminal waste. There must be long range planning.

These projects are executed by the States concerned and the loan is advanced by the Central Government. The tendency is to finish the budget indiscriminately as the States think that it is a loan from a father to a son which may not be returned.

These are the conditions prevailing at the big projects and unless the construction of these important dams is taken by the Central Government we cannot plan in a big way and we cannot utilise the experience and costly equipment in a very efficient way. After the construction is over, the operation and maintenance should be taken over by the Central Government. We may supply the water in volume at the canal heads and the electricity at the power house to the State concerned and they, in turn, may distribute to the individual distributors. The States may undertake the projects concerned with distribution of water and electricity.

I am very happy that serious efforts are being made to form a National Construction Corporation for the construction of specialised type of works, which cannot be handled by public cooperation. This would help the shifting of trained personnel and heavy equipment from one project to another project without the least amount of dislocation.

If we want to construct all the projects under the Central Government, we must have a central cadre of engineers. The hon. Minister, the other day replying to a question, said that they were going to form a central cadre very soon. Now what happens ? The Central Water and Power Commission draws its personnel from different States. Those officers come here to mark time for promotion in their States and as soon as they get promotion, they leave the Central Water and Power Commission with whatever little experience they gain during their stay. Moreover, they do not apply their mind whole-heartedly. Therefore, it is very essential that a central cadre of engineers and other personnel is created in order to have a better control over these projects.

[Shri R. P. Garg]

Sir, the flood control works attracted the attention of the Government after the 1954 floods. The Government has done wonderful work in this regard. I understand that Rs. 95 crores are being provided in the next Five Year Plan under the item of 'flood control'. I also understand that we have got a long range programme of 12 years and the estimated cost is Rs. 175 crores. I would suggest that the subject of flood control should be given first priority because the floods cause a great loss to the country every year. I would also suggest that Rs. 175 crores may be provided in the Second Five Year Plan and the work may be finished in the next five years.

Also, River Boards have been formed in order to co-ordinate the work of flood control. I would suggest that the scope of River Boards should be increased and they should be trusted with all kinds of development and water projects. These River Boards should also make sure that sufficient water is reserved for the future development of domestic and industrial water supplies to big cities which are on the river banks. Then again, these River Boards should make sure that water is not polluted, so that there may not be another jaundice epidemic.

Now, I wish to draw the attention of the hon. Minister to the point that according to the Electricity Supply Act of 1948 all the States should constitute Electricity Boards. But, I find that most of the States have not constituted Electricity Boards up to this day. I want to know why they have not constituted Electricity Boards so far. Till such Boards are constituted, rural electrification will not have its share.

Regarding rural electrification, the rules say that until and unless a load is justified, they cannot take the transmission lines to the villages. It is very difficult to justify a load for the villages, because, firstly, the consumer population is very small in the villages, and secondly, the cost of material such as iron and concrete poles is very high. That is why the share of rural electricity is negligible than in towns and cities.

During my visit to European countries, I have seen wooden poles extensively used in rural electrification schemes. Why can't we relax this rule in India? If we can relax the rule, then it would become cheaper. Unless this is done small scale industries and the agriculturists in the villages will not have a chance tc develop.

The last point I want to mention is that we must develop our inland navigation. The Report does not give us any idea of any complete scheme or survey of inland navigation. It gives us the idea that the preparation of a report on Mahanadi River is in hand and also that Assam Government has been advised with regard to the navigational possibilities of Dihang River. A complete survey of navigational possibilities of our rivers should be made immediately and the work should be started at once. Inland navigation would not only reduce the pressure on traffic on railways, but would also be cheaper. I understand that inland navigation is the responsibility of the Transport Ministry and the development of water-ways and flood control is the responsibility of the Ministry of Irrigation and Power. If inland navigation becomes the sole responsibility of the Ministry of Irrigation and Power, it would expedite the development.

Shri H. G. Vaishnav (Ambad): Mr. Deputy-Speaker, I take this....

Mr. Deputy-Speaker: I must make it clear to hon. Members that even if they have been assured that their names are on the list, unless they rise in their seats, they will not be able to catch my eyes.

Shri Sinhasan Singh (Gorakhpur Distt.—South): Is there any list?

Mr. Deputy-Speaker: Yes, the same list that was announced by the Speaker, perhaps the hon. Member was not present.

Shri T. N. Singh (Banaras Distt.—East): I suggest that we should get one more hour, because the Minister has taken double the time than is usual in other cases. May I enquire whether it would be possible to give one more hour?

Shri Nanda: I shall take 40 minutes.

Mr. Deputy-Speaker: That is not the the complaint. The complaint is not about the time the Minister shall take. The complaint is that already the Minister has taken more than an hour and the Deputy Minister has also intervened for about 45 minutes. That is to say already about 2 hours have been taken. I cannot be sure, but I will consider, if it is possible with the permission of the House, perhaps, to give one more hour.

Shri H. G. Vaishnav: Mr. Deputy-Speaker, I take this occasion to congratulate this Ministry for the excellent

work which it is doing. Really it is this Ministry which can change the face of the nation.

The task before this Ministry is, I think, two-fold: firstly, the assessment of irrigation and power potentialities in the country and, secondly,—which is rather a task of an important nature—how to distribute properly the projects in the various regions.

As far as the first part is concerned, it is of a scientific nature. The experts can do that and see what potentialities are there all over the country. When that is decided, naturally, the balance should be in such a way that the projects which are like to be taken may be distributed equitably in the various regions of the country. As we have seen, in the First Five Year Plan there are big projects. Of course, big projects cannot be distributed to each and every State. They have their own places and they play an important role. Though they are constituted in one place, they, being of national importance, have their own place in the country and, wherever they have been located, they are best there. At the same time, I see that the execution of the projects in some places is proper.

What do we see ? At least in our side, so far as the Tungabhadra Project is concerned, which is a joint effort of Andhra and Hyderabad States, I think there is some wastage of energy. That project, as we see, is nearly completed. But, unfortunately, the people, at least the people of Hyderabad State, are not in a position to take full advantage of the project. It is really a pity on the part of the people as well as on the part of the authorities concerned. The water is ready but the soil is not properly prepared. In the State of Hyderabad we see that only a canal of 32 miles had been constructed uptil now, while on the Andhra side I think a canal of 110 miles has been constructed. We do not know what is the mistake so far as Hyderabad is concerned. Water is ready for distribution. Even the power project appears to be ready. But, the people of Hyderabad State are not in a position to take full advantage of it. This, I say, is nothing but wastage of this big power project. Therefore, a lesson should be taken from this and instead of big projects being completed, before completion of such projects, other things should be made ready so that the people may take full advantage of the project. I do not know how long it will take on the Hyderabad side to take full advantage of the Tungabhadra project because of the want of canal construction and lack of proper distribution. I may say regarding the first Five Year Plan that so far as my area is concerned, the Marathwada side of the Hyderabad State, that area has been neglected. Of course this is not a complaint which I can make here, but I should say at the same time that it is also the responsibility of the Centre or this Ministry to see that, when some development schemes are prepared or when a State is given some development loan and plans and projects, the projects and the money allotted for them are distributed properly in the various parts of that State itself. It is a fact that out of the money given to the Hyderabad State in the first Five Year Plan only 6·5 per cent has been spent over the Marathwada area. When the population and the number of districts of the Marathwada area are taken into consideration—the population is more than one-third and the number of districts may be put at six—Marathwada was entitled to get one-third of the total expenditure that could have been spent in the First Five Year Plan. But unfortunately the facts and figures show that only 6·5 per cent has been spent over that area. That itself will give you an idea as to how this part, though it is an important region, is neglected by the State. Frequent complaints are made here also about this state of affairs. And I am happy that our Planning Minister as well as the Deputy Minister were kind enough to hear our complaints and they have assured a lot of help. But I wish to bring to their notice that it is their responsibility to see not only to the allotment of the amount to the States but at the same time to see to its proper distribution within the States. They should see that the amounts are equally or proportionately distributed, because there are complaints about the improper distribution, in the various parts of a particular State itself.

Take the case of the Second Five Year Plan to which I shall come now. In this Plan also, I think the Marathwada area appears to have been neglected. The total allotment for the Hyderabad State is Rs. 100 crores. Of course, Hyderabad had asked for about Rs. 385 crores, but I think the final sanction in the Plan appears to be only Rs. 102 crores to be exact. According to the population or proportionate size, Marathwada has to get 35 per cent. or at least 33 per cent. of this amount, but according to the recent statement made by the Chief

[Shri H. G. Vaishnav]

Minister of Hyderabad State, it appears that only Rs. 20 crores will be given to this area. That works up to just one-fifth of the total amount. I do not know why it is so. I admit that there cannot be any big project like the Nagarjunasagar or the Damodar Valley project in that area. But if the Tungabhadra project is there —it has taken a lot of amount—what harm is there if other minor irrigation projects or medium-sized projects are allotted to this area by taking away some of the projects, which are 'doubly' given to Telangana and Karnatak area of that State. The Chief Minister of Hyderabad and other authorities there, were asked for an explanation as to why this was so. But they said: "All right; already the Tungabhadra project is there, and we have to spend huge amounts over it. Whatever remains is equally distributed. Out of the Rs. 100 crores, about Rs. 40 crores will be taken by the Tungabhadra project and other projects which are already in execution. Whatever remains, one-third of it that is, Rs. 20 crores, will be given to you". But that is no satisfaction. They admitted that in the First Five Year Plan this area was neglected. Anyhow, as a compensation, the Marathwada area has been promised that some additional minor or medium-sized projects from the Telangana area will be given to it. Recently about a fortnight ago, the Chief Minister of Hyderabad was here, and we met him as well as the Planning Minister and the Deputy Minister, and we placed the case before them.

Thus, we know that in the provision in the Second Plan also, no proportionate amount has been allotted to this area. As a matter of fact, we ought to have been given Rs. 35 crores out of the total of Rs. 100 crores. Anyhow, the Chief Minister has now promised that some of the minor or medium-sized irrigation projects which are being allotted to the Andhra or the Telangana area will be transferred, or rather, the amount sanctioned for them will be transferred to the Marathwada area. This amount would come to Rs. 5 crores. If this is done, additional four or five medium-sized projects can be taken for execution in the Marathwada area in the Second Five Year Plan period. That would be some compensation in this respect.

This has been only a promise given by them. I do not know how it will turn up. It is subject to the approval of the Planning Minister here. The State Government will very cleverly say that they have recommended that these amounts sanctioned for the Andhra and the Telangana areas may be transferred to the Marathwada area; that they have recommended it to the Planning Ministry but they have not approved of it. That is our fear and that is why in the last meeting with the Planning Minister we expressed these fears which we raised in respect of those recommendations. It may be said that as already some projects have been sanctioned, these new projects cannot be affected. That is our fear. But I am glad to state here that the Planning Minister and the officers of his Ministry have told us that if such recommendations are received by them from the State Government there would be no difficulty and that further money for more medium-sized and small projects may be sanctioned for Marathwada area out of the money which was to be spent in the Telangana area. If that happens, at least we shall have been compensated to a certain extent.

Rs. 102 crores is the amount given to Hyderabad. We have also prayed to the Planning Commission at the last meeting that as a special case, this area being backward, some further amount to the tune of Rs. 10 crores should be allotted to us apart from the Rs. 102 crores. I do not know how far this would be possible, but anyhow they have assured us that this demand would be considered and allotment made if possible. So, these are the fears and apprehensions which I may be allowed to express before this House so far as the Marathwada area is concerned.

Again, there is the Nagarjunasagar project which is to cost Rs. 122 crores during the next ten years. I have no grudge against it. There is a further allotment of Rs. 8·6 crores for the development of power projects in the same scheme. It is well and good. But only one project, namely, Purna, is taken in Marathwada and that costs only Rs. 6 crores so far as irrigation is concerned, and Rs. 2 crores so far power is concerned. That small amount of Rs. 8 crores is given to that area in the Second Five Year Plan. The work has been started, but I wish that along with it some other projects may also be taken up. I think the suggestion for taking the Penganga project was put before the Planning Minister and it may cost about Rs. 5 crores. If that had been taken into consideration, there would have been some justice done to this area.

Then, there is the Godavari second phase survey project. My submission to this Ministry is this. The Godavari river

—a major part of it—flows through the Marathwada area. Advantage will, of course, be taken by the people who are on lower part of it. But, before taking up this Godavari second phase project into consideration, I ask, why should not there be a survey of a project near Shahgarh. There is plenty of water here. This is a place where a project could be worked out. If a project is taken up here, it will benefit not only the people of Marathwada, but also some other areas on that side. I submit that some survey for a project should be made on the upper side of the Godavari.

I wanted to say something about rural electrification. But, I have no time. Even if major projects could not be taken up, at least some proportionate consideration may be given to this question of rural electrification in this area. I submit that these points may be taken into consideration by this Ministry.

Shri Kanavade Patil (Ahmednagar North): I thank you for giving me this opportunity to speak.

It was laid down in the First Five Year Plan that more agricultural production and industrial growth should be achieved by undertaking first irrigation and power schemes. Looking to the progress made so far, as some schemes are concerned, we have certainly achieved some progress. These big projects are not likely to be finished within a short space of time. Some of them are in the process of completion. No doubt, the Ministry of Planning has taken the utmost care and paid sufficient attention towards the completion of the irrigation and power schemes. I do not wish to go into the details. But, I may say that in certain respects, so far as scarcity areas of Maharashtra are concerned, sufficient attention has not been paid. It is my humble submission that the utmost consideration should have been paid for executing some projects in these scarcity and famine stricken areas. It is well known that the area lying betwen the Godavari and the Krishna rivers, in Maharashtra, which consist of about 8 or 9 districts is a notoriously famine stricken area. Looking to the history of this area—this has been recorded in the Ahmednagar Gazetteer—I may submit that there are recurring famines after every 4 or 5 years in this area. In 1952 there was a very big disastrous famine. People were greatly distressed on account of the acute famine conditions. The late Shri Kidwai, who was the Food and Agriculture Minister then, and Dr. P. S. Deshmukh our present Agriculture Minister visited that area and undertook extensive tours. After fully satisfying themselves that these areas were visited by recurring famines, they thought it fit that some measures of a permanent protective nature should be undertaken to mitigate the dangers arising out of these continuous famine conditions. Our Prime Minister Shri Jawaharlal Nehru, at our request undertook an extensive tour of Maharashtra in 1952-53 and visited the famine stricken areas. As a result of his tour, the Ramamurthi Committee was appointed to examine the famine conditions in these areas. If my information is correct, that committee recommended that the Kukri river project should be undertaken as a measure of a permanent nature to protect the people living in this area. Unfortunately, to our great surprise, in spite of the recommendation of the Ramamurthi Committee, instead of the Kukri river protect, the Ghod project has been undertaken by the Government and an amount of Rs. 2 crores was made available last year for this project. But, it has not been made clear whether this Ghod project is a part of the Kukri river project. The Kukri river, at its source, has a rainfall of 250 inches a year, and flows through the famine areas of Ahmednagar, Sholapur and Poona districts that are notoriously famine stricken. Our submission is that the Planning Commission should have included this important project in the Second Five Year Plan. Just on the same level as we have included certain important projects in the flood-stricken areas, the Planning Commission should have given priority to these famine areas, in the Second Five Year Plan.

In the same area, we have got the Mula river flowing. I thank the Government for having included the Mula river project in the next Five Year Plan. The Central Government has according to my information, made available Rs. 6 crores for this project. But, to my great surprise, the State Government has allotted only Rs. 3 crores out of Rs. 6 crores, because, it is said that the State Government has not got sufficient money to meet the expenditure on other projects. I submit that these important projects which are in the famine areas should be given first priority by the Planning Commission. In this area, there are some other projects also such as the Randha-*cum*-Bhandardhara hydro-electric project. We have put our case before the Planning Ministry regarding this project.

[Shri Kanavade Patil]

This project is also in the famine stricken area, wherein we have already a big dam, the Bhandardhara dam, which is an irrigation dam. There is continuous flow of water from that dam towards Randha-Fall. The Randha-waterfall has a height of about 250 feet. The only thing to be done is to instal a power plant. That would not cost more than Rs. 4 or 5 crores according to my information. That would generate about 15,000 to 20,000 KW of power. There is one more project in that area which is known as the Adhala river project. This has been brought to the notice of the State Government and also of the Planning Commission. But, still investigation of this Adhala river project has not been ordered. This Adhala river project is in the area which is visited by famine after every 4 or 5 years. We request the Planning Ministry to look into this carefully and complete this project. This would irrigate about 35,000 acres of land. There is also the possibility of having an electricity plant near about this Adhala dam as there is also water-fall there. That would also generate 4000 or 5000 KW of power. I submit that all these projects require the careful attention at the hands of the Planning Ministry. I request the Planning Ministry to take into consideration all these important projects in the famine-stricken areas for inclusion in the Second Five Year Plan. Sir, I conclude.

सरदार इकबाल सिंह (फाजिल्का सिरसा) : जनाब डिप्टी स्पीकर साहब, खेती का, और किसान का पानी से ऐसा सम्बन्ध है कि जिससे मैं समझता हूं कि वह सबसे ज्यादा फायदा उठा सकता है। अगर इस कामको ठीक ढंग से चलाया जाये तो इससे किसान को बहुत फायदा हो सकता है लेकिन अगर इसको गलत ढंग से चलाया जाये तो इससे नुकसान भी बहुत हो सकता है। अगर किसान को किसी चीज की सबसे ज्यादा जरूरत है तो वह पानी की है, चाहे वह नहरों से मिले, चाहे कुवों के जरिये मिले, चाहे तालाबों के जरिये मिले। पानी मिलने पर ही उसकी खेती अच्छी हो सकती है। नन्दा जी पानी और बिजली के वजीर हैं और इनको किसानों से बड़ी हमदर्दी है। इनका महकमा किसानों को सबसे ज्यादा फायदा पहुचाने वाला है। तालीम भी किसान के लिए जरूरी है लेकिन सबसे पहले तो पानी चाहिए ताकि उसकी खेती अच्छी हो सके और वह खुशहाल हो सके। पहली पंचवर्षीय योजना में किसान की भलाई के लिए जो काम किया गया है वह बधाई के काबिल है और जिस ढंग से तमाम देश में नहरों का जाल बिछाने की स्कीमें बनी हैं, चल रही हैं और आगे बनायी जा रही है उसको देखते हुए यह कहा जा सकता हैं कि इस देश के किसान का और इस देश का मुस्तकबिल (भविष्य) अच्छा है।

अब म पंजाब की तरफ आना चाहता हूं। वहां पर एक बहुत बड़ा डैम (बांध) बन रहा है जिसकी बाबत हिन्दुस्तान में और सारी दुनिया में चर्चा है। कंस्ट्रक्शन (निर्माण) के लिहाज से और जिस ढंग से वह प्लान किया गया है उस ढंग से यह कहा जा सकता है कि वह एक अजूबा चीज है जिस पर कि हिन्दुस्तान की आने वाली नस्लें मान कर सकेंगी और जिस पर कि हिन्दुस्तान के इंजिनियर मान कर सकेंगे। लेकिन जिस ढंग से उस बांध का काम चल रहा है उसको अगर कोई करीब से देखे तो उसको जो कुछ कहा जाता है और जो कुछ हो रहा है उसमें दिन और रात का फर्क मिलेगा। जिन इलाकों को इस डैम (बांध) से पानी मिलेगा उन इलाकों के किसानों से आप बैटरमेंट लेवी (सुधार शुल्क) लेंगे इसलिए अगर इस डैम (बांध) पर खर्चा कम होगा तो उसी हद तक उस इलाके के किसानों की बेहतरी होगी।

मैं समझता हूं कि नन्दा जी और पंजाब के चीफ मिनिस्टर करप्शन (भ्रष्टाचार) के बहुत खिलाफ हैं। मैं समझता हूं कि उनकी कोशिशों से इसमें बेहतरी होगी। पंजाब में एक सब कमेटी पिछले दिनों बनायी गयी है जो कि भाखरा डैम की जो नहरें बनी थीं उनके बारे में पड़ताल करेगी। मेरी मुअद्बाना गुंजारिश (निवेदन) है कि इस कमेटी का स्कोप (क्षेत्र) बढ़ाया जाये और इसको भाखरा डैम के सारे काम की पड़ताल करने का काम दिया जाये। जिन नहरों की यह पड़ताल करेगी वे तो सिर्फ १२ करोड़ की लागत से बनी है। लेकिन जो डैम है उस पर १०० करोड़ रुपया लगेगा और जो बिजली का काम होगा उस पर भी बहुत रुपया लगेगा। यह कमेटी सेमी जूडीशियल (अर्द्ध न्यायिक) होगी। अगर इसको पड़ताल करनी है तो सारे काम की पड़ताल करनी चाहिए और मालूम करना काहिए कि कहां कहां करप्शन (भ्रष्टाचार) है। भाखरा डैम के काम का जहां तक ताल्लुक है उसके चारों तरफ एक आयरन करटेन (लौहावरण) लगी हुई है और यह कोशिश की जाती है कि जो वहां काम हो रहा है उसको ज्यादा से ज्यादा बन्द रखा जाये। आज जितनी मैशिनरी भाखरा डैम पर आइडिल (बेकार) पड़ी है उतनी मैं कह सकता हूं कि किसी और डैम पर आइडिल

(बेकार) नहीं होगी । आज जितना वेस्टेज (व्यर्थ व्यय) भाखरा डैम पर हो रहा है मैं कह सकता हूं कि उतना और किसी डैम पर नहीं होता होगा। इसलिए मेरा कहना है कि उस कमेटी को सारे काम की पड़ताल करने का अख्तियार दिया जाये । अगर भाखरा डैम का काम अच्छी तरह हो रहा है तो इससे किसी को नुकसान नहीं होगा । लेकिन अगर वहां वाकै (वास्तव में) उतनी खराबियां हैं जितनी कि हम और आप सुनते हैं तो उनका पता चल जायेगा । उन पर कोई कवर (आवरण) नहीं होना चाहिए । इसलिए मैं चाहता हूं कि इस कमेटी का स्कोप (क्षेत्र) बढ़ाकर भाखरा डैम को भी उसके स्कोप (क्षेत्र) में शामिल कर दिया जाये ताकि जो आयरन करटेन (लौहावरण) है वह दूर हो जाये । वहां यह हालत है कि कुछ इंजिनियर जो कि वहां पहले काम कर चुके हैं जब वे वहां देखने गये तो उनसे कहा गया कि आप वहां जाकर नहीं देख सकते ताकि जो आदमी वहां काम कर रहे हैं उनका कोई नुक्स न निकाला जा सके । इससे ज्यादा और क्या हो सकता है कि जो आदमी वहां पहले काम कर चुके हैं उनको उस काम को देखने नहीं दिया जाता ।

इसके साथ साथ मैं एक बात और अर्ज करना चाहता हूं । वह यह कि कुछ कमेटियां भाखरा डैम के सिलसिले में बनी थीं जैसे कि हजमेडी कमेटी और रत्नम कमेटी । उनकी रिपोर्ट गवर्नमेंट को छापनी चाहिए ताकि जो बातें उन्होंने कही हैं वे सामने आवें चाहे वे बिजली के सिलसिले में हों, या डैम के कंस्ट्रक्शन (निर्माण) के सिलसिले में हों । अगर उनमें कोई नुक्स है तो वह पबलिक (जनता) के सामने आना चाहिए । ऐसा करने से अगर कोई खराबियां हैं तो वे ठीक की जा सकेंगी । रत्नम कमेटी ने कहा है कि किसी जमाने में वहां ६० या ६७ लाख किलोवाट की मशीन लगी और कितनी बिजली पैदा हुई उसकी तादाद के सिलसिले में बहुत बातें हैं । पहले साल में डैम के कंस्ट्रक्शन (निर्माण) के सिलसिले में वहां से बहुत ज्यादा सामान उड़ाया गया । उसका नन्दा जी ने एक्सप्लेनेशन (स्पष्टीकरण) दे दिया और हमने उसको सच मान लिया । लेकिन सच बात यह है कि जब आप बिजली के प्रोग्राम को तबदील करते हैं तो मैं पंजाब के मुस्तकबिल (भविष्य) के बारे में सोचता हूं । मैं देखता हूं कि तीन लाख किलोवाट बिजली पंजाब को मिलेगी इसमें से डेढ़ लाख किलोवाट आपकी फर्टीलाइजर फैक्टरी (उर्वरक कारखाना) और दूसरे कारखाने ले जायेंगे। पंजाब को डेढ़ लाख किलोवाट ही मिलेगी उसमें से दिल्ली को भी देनी होगी । तो फिर पंजाब के लिए कितनी बचेगी । पंजाब में बड़ी-बड़ी सनअतें (उद्योग) नहीं लगेंगी पर छोटी-छोटी सनअतें लगेंगी । उनके लिए बिजली की ज्यादा जरूरत होगी । मैं समझता हूं कि पहले आप ५ जनरेटर (जनित्र) लगायेंगे और बाद में चार लगायेंगे । इसलिए मैं चाहता हूं कि जितनी कमेटियां बनायी गयी हैं उनकी रिपोर्टें छापनी चाहिए ताकि हमको सारी बातें मालूम हो सकें ।

दूसरे मैं यह कहना चाहता हूं कि आप पंजाब में सरहिन्द कैनाल फीडर (पूरक नहर) बना रहे हैं । आपने भाखरा डैम से जो नहरें पहले साल बनायी उनसे कोई तीन लाख एकड़ जमीन सैराब की गयी और इस साल ६ लाख एकड़ जमीन सैराब होगी । लेकिन जो कि हिसार का इलाका है, जहां कि तीन इंच से लेकर दस इंच तक ही बारिश होती है, वहां आपने एक हजार एकड़ की सिंचाई के लिये सिर्फ २·५ क्यूसेक्स पानी दिया है । यहां ज्यादा पानी की जरूरत है। अगर आप वैस्ट (पश्चिमी) पंजाब से मुकाबला करें तो आपको मालूम होगा कि वैस्ट पंजाब में एक हजार एकड़ की सिंचाई के लिए ५ क्यूसेक्स पानी दिया जाता था । जब भाखरा डैम की नहरों का प्लानिंग किया गया था तो यह ख्याल था कि ज्यादा एरिया (क्षेत्र) सैराब होगा। लेकिन प्लानिंग करते वक्त यह बात सामने रखनी चाहिए कि उन नहरों के जरिये कितना पानी पहुचाया जा सकेगा । जब एक बार प्लान हो जाता है और नहर बन जाती है तो फिर उसमें तबदीली नहीं हो सकती । इसलिए अब जब कि आप सरहिन्द कैनाल फीडर बना रहे हैं तो मैं आपसे कहना चाहता हूं ठीक प्लानिंग किया जाये ताकि जिस इलाके में यह पानी जाये वहां काफी सिंचाई हो सके । यह इलाका आपको लांग स्टेपिल काटन (लम्बे रेशेवाली कपास) दे सकता है । जिस इलाके में आबादी पांच आदमी या दस आदमी फी मील है वहां आप पानी देते हैं और जहां २०१ और ५०१ आदमी फी मील में रहते हैं वहां से आप नहरें ले जाते हैं पर उस इलाके को आप पानी नहीं देते । इसलिए मैं कहना चाहता हूं कि अभी जब कि आप प्लान कर रहे हैं तो इस बात का ख्याल रखें कि एक हजार एकड़ के लिए २·५ क्यूसेक्स नहीं बल्कि पांच क्यूसेक्स पानी दिया जा सके । अगर आप इस इलाके में लांग स्टेपिल काटन पैदा करना चाहते तो आपको इतना पानी देना चाहिए । बादमें यह न कहा जाय कि

[सरदार इकबाल सिंह]

अब तो स्कीम बन चुकी और अब तबदील नहीं हो सकती। इसलिए मैं यह कहना चाहता हूं कि आप जो अब एक नई नहर प्लान करना चाहते हैं तो उसको अगर आप उसी ढंग से प्लान करेंगे जैसे कि भाखड़ा के वक्त किया था तो उसका नतीजा वही होने वाला है जो पिछले साल देखने में आया कि करीब ३ लाख एकड़ इलाका सैराब नहीं हो सका क्योंकि ज़ाहिर है कि पानी का प्रेशर (दबाव) जब तक किसी इलाके में ज्यादा नहीं होगा उस वक्त तक वह इलाका सैराब नहीं हो सकता। इस सिलसिले में आपको वेस्ट पंजाब के जो एक्सपेरीमेंट्स (प्रयोग) हैं उनसे फायदा उठाना चाहिए।

पिछले साल पंजाब में जो फ्लड्स (बाढ़) आये और उनसे जो तबाही और बर्बादी हुई वह हमारी लैक आफ प्लानिंग (आयोजन का अभाव) का नतिजा था। नहरों की सड़कें जैसी बनानी चाहियें थीं, वैसी नहीं बनाई गई और इसका नतीजा यह हुआ कि बाढ़ के कारण पंजाब में काफ़ी तबाही और बर्बादी हुई।

बाढ़ के सिलसिले में हम देखते हैं कि पंजाब के बाढ़ वाले इलाके का टोपोग्रैफिकल सर्वे (तलरूप सर्वेक्षण) किया गया है और उसके मुताबिक मैं समझता हूं कोई ८५ लाख रुपये की फ्लड्स का मुकाबला करने की स्कीमें हैं, यह ८५ लाख रुपये की ग्रान्ट (अनुदान) में समझता हूं पूरे पंजाब और पेप्सू के अन्दर बाढ़ के संकट का मुकाबला करने के लिए नाकाफी है और इस रकम से बाढ़ का मुकाबला करने के लिए जो स्कीमें बनाई गई हैं, वे पूरी तरह चलाई नहीं जा सकेंगी और मैं उम्मीद करता हूं कि बाढ़ों का मुकाबला करने के लिए, पंजाब को और ज्यादा ग्रान्ट दी जायेगी और मैं उम्मीद करता हूं कि अगर और ज्यादा इस सिलसिले में पंजाब को ग्रांट दी गई, तो वह आयन्दा बाढ़ से पैदा होने वाली तबाही और बर्बादी से अपने को बचा सकेगा।

प्लानिंग, इरीगेशन एंड पावर (आयोजन, सिंचाई और बिजली) के सम्बन्ध में मैं ने पिछली दफ़ा भी कहा था और इस मर्तबा भी कहना चाहता हूं कि उसमें तीन, चार इंडिपेंडेंट (स्वतन्त्र) किस्म के कमिशन बनाने चाहिये और उनके ऊपर पावर कमिशन (अधिकार सम्पन्न आयोग) हो ताकि प्लानिंग, डिजाइनिंग, इंस्पेक्शन (आयोजन, रूपांकण, निरीक्षण) वगैरह का काम उन कमिशनों को सौंपा जाय और जहां तक कंस्ट्रक्शन का काम है वह चाहे गवर्नमेंट आफ इंडिया से करवायें, चाहे वह स्टेट गवर्नमेंट से करवायें और चाहे प्राइवेट एजेंसीज (गैर सरकारी अभिकरण) से करवायें। इंडिपेंडेंट कमिशन रिवरवाइज (नदीवार) हों जिनके कि हाथ में फ्लड कंट्रोल (बाढ़ नियन्त्रण) का काम हो, जिनके कि जिम्मे वहां के इरीगेशन (सिंचाई) का काम हो, इलेक्ट्रिफिकेशन (बिजली) का काम हो और बाकी तमाम कामों को देखें।

एक आखिरी बात मैं रूरल इलेक्ट्रिफिकेशन (गांवों में बिजली पहुंचाना) की बाबत कहना चाहता हूं। पंजाब में इस रूरल इलेक्ट्रिफिकेशन की चर्चा तो बहुत सुनने में आती है लेकिन हम देखते हैं कि उसमें कोई खास प्राग्रेस (प्रगति) नहीं हो रही है और जब डिस्ट्रिक्ट रूरल एलेक्ट्रिसिटी कमेटी (ज़िला ग्राम्य बिजली समिति) में किसी गांव को बिजली देने की बात उठाई जाती है तो हमसे कहा जाता है कि वहां पर बिजली नहीं दी जा सकती, क्योंकि वहां पर बिजली का काफी कंजम्पशन (खपत) नहीं है। मेरा कहना है कि अगर आप कंजम्पशन की बिना पर गांवों में बिजली की सहूलियत देंगे तो रूरल एलेक्ट्रिफिकेशन का आपका मकसद (उद्देश्य) कामयाब होने वाला नहीं है। अगर आप गांवों में बिजली देते चले जायेंगे तो आप देखेंगे कि परचेजिंग पावर (क्रय शक्ति) बढ़ने के साथ उसकी खपत भी बढ़ेगी और देश की और तमाम चीजों की कंज़म्पशन भी बढ़ेगा। लेकिन अगर आप गांवों में इस नुक्तेनज़र (दृष्टिकोण) से बिजली देने की सोचेंगे कि आया फला गांव में उतनी बिजली की खपत भी है या नहीं तो गांवों में बिजली जल्दी नहीं पहुंच सकेगी। इसलिए आपको अपने इस नुक्तेनज़र को तबदील करना होगा और जल्दी से जल्दी देहातों में बिजली पहुचानी होगी और जब तक देहातों में आप बिजली नहीं पहुचायेंगे, देहाती इलाके खुशहाल और प्राग्रेस (प्रगति) नहीं कर सकेंगे।

जनाब डिप्टी स्पीकर साहब, मैं आपका शुक्रिया अदा करता हूं जो आपने मुझे इस मौके पर अपने ख्यालात को ज़ाहिर करने का चांस (अवसर) दिया।

Mr. Deputy-Speaker: Now, Shri Bansilal. I propose to call the Minister at 4-15 p.m. for I have to accommodate two more Members. Shri Bansilal will take only ten minutes as desired by him.

Shri Bansilal (Jaipur): About ten to fifteen minutes.

Mr. Deputy-Speaker: The hon. Member told me that he wanted only ten minutes.

Shri Bansilal: I shall try to finish in ten minutes, but if I . . .

Mr. Deputy-Speaker: When I wanted to call the hon. Member earlier, he was not present in the House. So, he cannot get more than ten minutes now.

Shri Bansilal: While I express my gratitude for starting of some projects which affect Rajasthan, as for instance, the Bhakra-Nangal and the Chambal, from which we are definitely to be benefited, I regret to say that neither in the whole scheme of the Five Year Plan nor in the budget has sufficient attention been paid to the arid State of Rajasthan. If water is necessary in other parts of the country, I think it is much more necessary in the State of Rajasthan. The Planning Minister is not unknown to Rajasthan. It is with great hope and confidence that we have looked up to him for seeing that some more projects besides the Bhakra-Nangal and the Chambal will be taken up in Rajasthan. Of course, these two projects will help us in times to come. But they cannot cover a major portion of Rajasthan; they will cover only a small portion of it. Rajasthan is a scarcity area; I may say that it is a chronic scarcity area. If only you give us water, we could feed you, because our lands are so fertile, but only they are thirsty all along. If somehow water can be given to Rajasthan, then we can feed the whole of the country; we have got sufficient potentialities for that. This may appear to be a bold assertion on my part, but it is a fact. The soil there has been lying thirsty for the last so many centuries, and our State is looking forward with great hope towards the Ministry of Irrigation and Power of the Government of India and our respected Nandaji for some water, so that the dry land could become the granary of the country.

Another grievance to which I would like to draw the attention of the Minister is this. It is a grievance which is a decade and a half old, so far as Rajasthan is concerned. It was in 1943 that the eastern portion of Rajasthan came within the orbit of the Jumna Canal area. Some of the rivers of Rajasthan like the Chambal and the Parvati are giving water to this area. But unfortunately the eastern districts of Rajasthan cannot be covered either by the Chambal Project or by the Bhakra Nangal project. For want of water, a large area of land is lying unirrigated.

My submission is that water should be given from the Jumna Canal to the eastern districts of Rajasthan. It was in 1953 that the UP Government had agreed to give us a channel at mile No. 69 in the Jumna Canal, for the eastern districts of Rajasthan. And even the costs were worked out; they started with something like Rs. 6 lakhs, but now I have been informed the cost has gone up to about Rs. 76 lakhs. Even then, I would submit that this project is worthwhile taking up, because the eastern districts from Bharatpur right up to Jaipur and Dholpur could be covered by this channel, and it will meet a long-felt need of these districts.

Another point that I would like to submit is this. Even if water is given to us from 15th July to 15th October only—that being the flood period, when a lot of water goes waste into the sea—it will serve our purpose. Even if water could be diverted to Rajasthan during the period from 15th July to 15th October, I submit that a large area of land can be brought under cultivation with that water.

The job of this Ministry of Irrigation and Power is very important, because it has to deal with flood and famine. The control of floods may perhaps be out of human control. But I submit that the control of famine is not. Every year, one portion or other of Rajasthan is declared a famine area. Certainly, it cannot bring any credit to Government, if after the achievement of independence, any part of ehtcountry suffers from famine, and the people there die of starvation for want of food and water.

4 P.M.

So I think in the coming scheme, whatever it may be,—whether it is a Five Year Plan or other Plan—sufficient attention should be paid not only to the control of floods but to the relief of famine areas. I think Rajasthan is one of such areas. A complete scheme should be put into effect, as a result of which the word 'famine' will be out of the dictionary. Why should there be famine? We have got sufficient land. We only need water. It should not be difficult to give us water that way.

Of course apart from these two big projects, there can be smaller irrigation projects started. I submit that if statistics are collected, we will be surprised to find that the land there is very fertile. It is a vast area of culturable land. Only water is required. So I would draw the attention of the Minister to the need for chalking out a scheme. Of course, it may

[Shri Bansilal]

take two or three or four years, but if it is put into effect, the waste lands of Rajasthan can become a granary.

Another point I want to stress is about public co-operation. I have come to know that the help of the Bharat Sewak Samaj is being taken to get the work finished in the Chambal project through labour co-operative societies etc. It is a most commendable idea and if it is put into effect in other projects also, as an hon. Lady Member remarked, for example, the Bhakra-Nangal and other projects, it would be very economical. At the same time, it will give a feeling to the labourers that they are not mere mercenaries but are doing something for the country. Also the exploitation that is now being done by the contractors can be avoided. So I submit that this scheme of utilisation of labour through the co-operative societies or some other institutions like the Bharat Sewak Samaj should be put into effect in Bhakra-Nangal and other projects also.

As regards the Bhakra-Nangal project, my submission is that the putting up of the transmission lines is very slow. It is reported that an area of only 25 miles has been covered. The work has to be speeded up because all our hopes lie in that project.

As I have to finish within ten minutes, I would only like to refer to two more things. All these projects require cement. At present, the cement industry is not nationalised. Naturally, a lot of money goes into the hands of those persons who put up cement factories and all that. So if we have to see that our projects are completed in the scheduled time, of course, all those industries, whose products we require for the projects, must be nationalised. Cement is one of such industries. If we take cement from private non-government factories, it is very costly. So money can be saved by nationalisation.

In Rajasthan, we have some cement factories in Sawai Modhopur. Government should take immediate steps to nationalise the cement factories so that there may be economy in that respect.

As regards rural electrification, it is said that Lenin once said: 'Let me electrify the village; I will electrify the whole nation'. I would like to draw the attention of the Minister to this very important factor. So long as villages are not electrified, the benefit of electrification will not go to our vast countryside, which forms the major portion of the country. In this respect also, Rajasthan has not benefited. Rajasthan has not benefited from other Ministries also. I submit that if there is an allocation, Rajasthan should get a share in the rural electrification scheme.

श्री भागवत झा आजाद : माननीय उपाध्यक्ष जी, इस सदन में मुझे बहुत कम अवसर मिलते हैं जब मैं माननीय मंत्री जी की रिपोर्ट पर अपनी सहमति प्रकट कर सकूं । लेकिन मुझे प्रसन्नता है कि आज एक ऐसा अवसर मिला है कि मैं इस मंत्रालय के सम्बन्ध में.....

एक माननीय सदस्य : आपको हमेशा अवसर मिलता है ।

श्री भागवत झा आजाद : आपने समझा नहीं कि मैंने किस चीज के लिये कहा था कि मुझे अवसर नहीं मिलता ।

उपाध्यक्ष महोदय : आप मुझे समझाने का यत्न करें, मैं समझ रहा हूं ।

श्री भागवत झा आजाद : कभी कभी मैं अपने मित्रों की खबर लेना चाहता हूं ।

लेकिन आज मुझे एक ऐसा अवसर मिला है जिस समय मैं निस्संकोच कह सकता हूं कि इस मंत्रालय ने जो कार्य किया है वह अभूतपूर्व है और प्रशंसनीय है । मुझे याद है आज से दो साल पहले कि वे दिन जब मैं इस सदन के उन सदस्यों में था जिन्होंने इस मंत्रालय की कटु आलोचना की थी । उस समय वह जमाना था जब सिंचाई और विद्युत मंत्रालय के साथ हिराकुड और डी० वी० सी० के रहस्यपूर्ण कार्य चल रहे थे । यद्यपि आज हिराकुड ने जो उन्नति की है वह बहुत अच्छी है, लेकिन डी० वी० सी० के कार्य के सम्बन्ध में मैं पूरी तरह सहमत नहीं हूं कि वहां भी इस तरह से कार्य किया जा रहा है । लेकिन दस मिनट के समय में मैं पूर्ण रूप से इस सम्बन्ध में कुछ नहीं कह सकता हूं । फिर भी इतना अवश्य कह सकता हूं कि जो कार्य इस देश में किया गया है और विभिन्न नदी घाटी योजनाओं ने इस देश के रूप को जो बदला है वह प्रशंसनीय और सराहनीय है । लेकिन प्रशंसा के इन शब्दों के साथ साथ मैं माननीय मंत्री जी का और मंत्रालय का ध्यान कुछ दूसरी बातों की ओर आकर्षित करना चाहता हूं ।

सबसे प्रथम मैं यह कहूंगा कि इस मंत्रालय ने हमारे समाजवादी समाज की स्थापना को एक रूप दिया है और वह रूप आज कोसी में चल रहा

है । मै पिछले साल इस सदन के अपने कुछ सदस्यों के साथ वहां गया था । वहां पर जो कुछ मैने देखा उसके बाद आज जो कुछ देख चका हूं, दोनो में काफी अन्तर है और मेरी यह निश्चित राय है कि आज कोसी में जनसहयोग के कार्य में जो सफलता हुई है उस सफलता को देश की अन्य नदी घाटी योजनाओं में भी लागू करना चाहिये । कोसी ने इरिगेशन (सिंचाई) मंत्रालय को एक चुनौती दी है, उसने भारत सरकार को चु ौती दी है और वह चुनौती यह है कि जब कि आप अपनी अन्य जगहों में इस काम को बहुत काफी रुपया खर्च करके कर रहे थे ठेकेदारों और मध्य वर्गों के द्वारा, उस समय कोसी के जनसहयोग ने और भारत सेवक समाज ने इस मंत्रालय, नन्दा साहब और हमारे हाथी साहब तथा केन्द्रीय सरकार के अफसर दोस्तों को अपने कार्य से चकित कर दिया है । मैं बतला सकता हूं कि जब कि हमारे सामने ठेकेदारों ने प्रस्ताव किये थे कि प्रत्येक घनफुट काम के लिय ४१ रु० ८ आ० लेंगे उस वक्त हमारे भारत सेवक समाज ने हर घनफुट के लिये, ६, ७ रु० कम बतलाया । जिसका परिणाम यह हुआ कोसी म करोड़ों रुपयों की बचत हो गई । मेरा ऐसा अनुमान है और विश्वास है कि अगर हम इस जन सहयोग से कुछ स्थानों पर कार्य करेंगे तो हमारे देश में जब कि द्वितीय पंचवर्षीय योजना के लिए काफी रुपये की आवश्यकता है, काफी खर्चे की जरूरत है, हम काफी रुपये की बचत कर सकते हैं बशर्ते हम ठीक तरह से कामों को चलावें । जब इस साल कोसी में काम को हाथ में लिया गया तो ठेकेदारों ने पिछले साल की अपेक्षा ३५, ४० प्रतिशत अधिक मांगे । लेकिन यह भारत सेवक समाज ही ह जिसने यह कहा कि हम उसी दर पर इस काम को करने के लिये तैयार हैं और उसके फलस्वरूप वहां के ठेकेदारों को बहुत कम काम मिला । इस प्रसंग को मैं यहां बहुत विस्तृत रूप में नहीं कहना चाहता हूं लेकिन यह जरूर कहना चाहूंगा कि यह हमारी चुनौती है विद्युत मंत्रालय और सिंचाई मंत्रालय के लिये कि वह इस काय को जनसहयोग से और अधिक करें । यहां पर मैं अपने मंत्री जी और अफसर दोस्तों से एक बात और भी कहना चाहता हूं कि अगर आप इस काम को करना चाहते हैं तो कम से कम एक क्लास (कक्षा) ऐसी जरूर खोलें स्टडी सर्किल (अध्ययन मंडल) के तौर पर जिसमें आप ऐडमिनिस्ट्रेटर्स (प्रशासकों) वगैरह को पब्लिक कोआपरेशन (जन सहयोग) के ऊपर लेक्चर दें क्योंकि उनका रूप, उनका ढंग उनकी रवानी और उनकी जबानी की एक अजीब कहानी है । उन्हें यह नहीं मालूम कि जनसहयोग क्या चीज है, वह इसको समझते नहीं हैं । लेकिन हमारे नन्दा जी और केन्द्रीय मंत्रालय के दोस्तों ने जिन्होंने इसको समझा है, वह इसको कह सकते हैं कि कोसी के अन्दर वह कार्य बड़े सुन्दर रूप में हो रहा है और उन अफसरों को जिन के दिमाग में जन सहयोग की बात आती नहीं थी, वह अब आने लगी है । समाजवादी समाज की स्थापना अगर हम करना चाहते हैं तो उसका रूप वहां है जहां हम १०० रु० में ९३ रु० मजदूरों को देते हैं, उन मजदूरों को जो कि फावड़ा चलाते हैं, जो खून पसीना एक करके कोसी एरिया (क्षेत्र) में रहने वाले लोगों को बाढ़ से बचाने की कोशिश कर रहे हैं । आज हम देखते हैं कि युगोस्लाविया में, रूस में मजदूरों को सकड़े में ९० रुपये नहीं मिलते हैं, ९३ रुपये नहीं मिलते हैं । इस वास्ते अगर आप इस देश में फंड्स (निधि) बढ़ाना चाहते हैं, जन-सहयोग को बढ़ावा देना चाहते हैं, ग्रामीण नेतृत्व पैदा करना चाहते हैं ो एक और चीज को लागू कीजिये । आपको नौजवान दोस्तों की सलाह लेनी चाहिए, ललितनारायण मिश्र जैसी अनुभवी व्यक्तियों की सलाह ले ो चाहिए, उन लोगों की सलाह लेनी चाहिए जिन्होंने जनता की सेवा की है और जिनका जनता के साथ सम्पर्क अभी भी बना हुआ है न कि इन अफसरों से फाइलों पर सजेशंस (सुझाव) मांगने चाहियें ।

अब आपने यह कहा है कि एक नैशनल कंस्ट्रक्शन कारपोरेशन (राष्ट्रीय निर्माण निगम) स्थापित होनी चाहिए । मैं इस सुझाव का स्वागत करता हूं और मैं पहले से यह कहता आया हूं कि इस प्रकार की कोई कारपोरेशन बनाई जानी चाहिए । यदि इस सुझाव का कोई स्टेट (राज्य) विरोध करती है, या किसी स्टट ने इसका विरोध किया है, तो हमें उस स्टेट की परवाह नहीं करनी चाहिए । इस मामले को हमें परसू (अनुसरण) करना चाहिए और जल्दी ही इस कारपोरेशन को स्थापित करना चाहिए । यह बहुत आवश्यक है और इस कार्य पर जोर दिया जाना चाहिए । ऐसी कारपोरेशन स्थापित करके हम इस बात का आसानी से पता लगा सकेंगे कि टैक्नीकल परसौनल (कर्मचारियों) के प्रशिक्षण की हमारे देश मे कहां तक आवश्यकता है और हमारी जितनी भी नदी घाटी योजनायें हैं उनमें हम किस प्रकार से प्रशिक्षण प्राप्त व्यक्तियों को भेज सकते हैं । ऐसी कारपोरेशन बना कर आप ऐसे ोगों का एक पूल

[श्री भागवत झा आजाद]

(संग्रह) तैयार कर सकेंगे और उन को इन नदी घाटी योजनाओं में काम करने के लिए भेज सकेंगे । इस वास्ते इस योजना को जल्दी ही साकार रूप दिया जाना चाहिए ।

मैं अब आपका ध्यान एक और चीज की तरफ दिलाना चाहता हूं । आज से दो साल पूर्व मैंने और श्री एल० एन० मिश्र ने आपका ध्यान इस ओर आकर्षित किया था कि जितनी भी ऐसी स्कीमें हों जिन पर पांच लाख से ज्यादा खर्च होने का अनुमान लगाया गया हो, उनके बारे मे केन्द्रीय सरकार को राज्य सरकारों को सलाह देनी चाहिए । ऐसी स्कीमों को राज्य सरकारों के हाथों में ही नहीं छोड़ दिया जाना चाहिए । उनके लिए यह जरूरी कर दिया जाना चाहिए कि वे आपसे सलाह लें । आपने इस चीज को इस ढंग से माना है कि १० लाख के ऊपर की जितनी भी स्कीमें हों उनके बारे में आपकी सलाह ली जानी जरूरी है । लेकिन मेरी शिकायत यह है और यह एक बहुत बड़ी शिकायत है कि आपने यह जो चीज रखी है यह केवल कागजों पर ही रखी है, फाइलों पर ही रखी है, इसको आप व्यवहार में नहीं लाते हैं । मैं आपके सामने कुछ मिसालें पेश करना चाहता हूं । मैं बिहार राज्य के संथाल परगना का रहने वाला हूं । संथाल परगना की आबादी २३ लाख के करीब है । इन २३ लाख लोगों में से १० लाख वे संथाली हैं जो कि पहाड़ी इलाकों में रहते हैं और जिनके पूर्वजों की कुरबानियों के कारण आज आप यहां पर इन गद्दियों पर बैठे हुए हैं । उस इलाके के लिए कुसुम घाटी और झमरिया नाम की यह दो योजनायें बनाई गई थी । इन योजनाओं को अभी तक कार्यरूप नहीं दिया गया है । इन दो योजनाओं को हाथ में लेने की वहां के लोगों की मांग बहुत पुरानी है । इन पर ७३ लाख रुपया खर्च होने का अनुमान लगाया गया था । लेकिन आपके इरिगेशन डिपार्टमेंट (सिंचाई विभाग) ने जिसको मैं एक बहुत बड़ा प्रतिक्रियावादी डिपार्टमेंट कहूंगा, उसने राजनीति की दल-दल में फंस कर इन योजनाओं को कार्यरूप में परिणत नहीं होने दिया, इसको मैं आपके इंजीनियर्स के लिए एक शर्म की बात कहता हूं ।

श्री एल० एन० मिश्र (दरभंगा व भागलपुर): कहां के इंजीनियर्ज ने ?

श्री भागवत झा आजाद : बिहार सरकार के इंजीनियर्ज ने । तो मैं यह कह रहा था कि वहां के इंजिनियर्ज ने इन योजनाओं को कार्यरूप में परिणत नहीं होने दिया और इसका कारण यह था कि वे राजनीति की दलदल में फंस गए थे ।

अन्त में मैं एक बात और कहना चाहता हूं और यह बात मैं नन्दा जी से कहना चाहता हूं । नन्दा जी आप तो इस गद्दी पर किसी की सिफारिश से नहीं बैठे हुए हैं, यह मंत्रित्व आपको किसी ने ऐसे ही नहीं दे दिया । इस जगह पर आपको जनता ने विभूषित किया है और आपको जनता की आवाज को पहचानना चाहिए और उसके मुताबिक चलना चाहिए । आज लोग कहते हैं, हमें रुपया चाहिए, हमें स्कीमें चाहियें, मगर मैं आपसे कहता हूं कि मुझे यह जो सुन्दर घाटी योजना आपने बनाई है, यह नहीं चाहिए, इसके लिए पैसा नहीं चाहिये । यह मेरी आवाज नहीं है, यह जनता की आवाज है, इस स्कीम को जनता चालू नहीं होने देगी, जो दो प्राजैक्टस (परियोजनायें) मैंने अभी बताई है उनको हाथ में लिया जाना चाहिए ।

अन्त में मैं भाखड़ा नगल, हीराकुड इत्यादि यह जो तीर्थ स्थान बनाये गये हैं, इनका मैं स्वागत करता हूं और स्वागत करते हुए एक कपलेट (पद) पढ़कर सुनाना चाहता हूं :

भाखड़ा नगल की अपरिमित शक्ति तुम्हारे हाथ है ।
और देश की कोटि-कोटि जनता से तेरा साथ है ।
मयूराक्षी, पागल दौड़ी, कोई न रहे कंगाल
लो, बिहार का सन्देशा मैं लायी हूं बंगाल
मैं सीचूंगी भूमि तुम्हारी, अन्न बढ़ेगा
बड़ा हर्ष है, बड़ा गर्व है नयी योजना,
नया सत्र है ।

Shri Nanda: Sir, the House gave me an opportunity at the commencement of the discussion to place before it a brief record of the work and progress in the sphere of Irrigation and Power and Flood Control in the course of the last year. I am encouraged to believe that it has been a fair record, a record of fair achievement on the whole, in terms of implementation, that is financial outlay and also in terms of physical progress and results. But, more than that, I believe that the contribution which we have been able to make in the course of last year, in continuation of our efforts of the previous two or three years was that earnest attention has been paid to some basic improvements, reforms of organisation and procedures and machinery and methods.

I recall—I cannot say with what feelings—the words of appreciation, profuse appreciation, which have been uttered—unanimously, I must say—(there was not a single discordant note); but, I would not run away with any kind of undue sense of confidence that everything is all right. No. In the work that I am responsible for with a number of my colleagues, as I said, earnest efforts are being made to do our best. But, more than anybody else, I am aware and quite conscious of the fact that by no means it is perfect; there are flaws detected and undetected, known and unknown. Whereas a considerable measure of improvement has been affected, I am fully conscious of the fact that a large room for improvement still remains. I say that because I am in intimate contact with the work that has been going on.

I have also carried the feeling that even when one makes one's best endeavour, it is not always possible to achieve the perfect and the best of results because it is a complex situation; numerous factors are at work; numerous agencies have to collaborate in order to produce a particular result and it is not always possible to ensure at all points that things would be co-ordinated in the best manner and every part of this organisation will have made its own conrtibution in good time and in a proper manner. So, what we desire and expect does not necessarily materialise always.

But, I am talking for my Ministry. A lesson for me is that although one cannot necessarily assure that the very best and very perfect results will be available because it is the level of the whole nation which has a bearing on the results in any single sphere, yet, wherever I am concerned, my duty is to do my best to see that no pains are spared and with the hope that if in one place one is able to carry out reforms, make improvements and bring good, gratifying results, that also in contribution to the building up of the nation in the other spheres. I had at the commencement of the discussion given some information about the year under review and I promised to share with the House some more information about the Five Year Plan. The place of irrigation and power in planned development in the country has its importance. Irrigation and power are, I believe, the most basic essentials of development, particularly in a country like ours—irrigation because we want more food and raw materials and commodities for export which will earn us foreign exchange; and power, as has been emphasised by several Members is the most essential constituent for development and industrial progress. Therefore, we have to turn more and more of our attention to this. I shall give some information about what is being done and proposed to be done in this sphere.

We had for the period of the First Five Year Plan an allocation of Rs. 558 crores. To that in the course of the plan period, Rs. 84 crores were added by way of additions and adjustments, which makes Rs. 642 crores. The overall expenditure during this period is Rs. 594 crores, that is, 92·6 per cent. The performance in the first year of the Plan was 12·8 per cent. of the total and in the last year 25·5 per cent. Thus the stepping up was to the tune of from 100 to 200, that is, double. This is the figure for the entire country. The multi-purpose projects, for which there is a direct Central responsibility that is Centrally financed projects, there is a provision of Rs. 224 crores and the expenditure is Rs. 229 crores. Thus it is full implementation. So far as new projects are concerned, in the course of the year as also that of the five year period, the money provided was not spent for reasons which I have already explained, namely that the preliminary or preparatory work took a much longer time and I think

[MR. SPEAKER *in the Chair*]

properly so. Rs. 30 crores was the total allocation; Rs. 18·53 crores has been spent. And in the States, the expenditure has been Rs. 346 crores against the provision of Rs. 388 crores, that is, 89·7 per cent. The physical progress is—8·5 million acres was the target and in the case of power 1·2 million K.W.—7 million acres and one million K.W. If we take into account, as I explained earlier, that in the next three or four months about 0·2 million K.W. is going to be generated, we can say that irrigation has increased from 50 to 67 million acres in the course of the Five Year Plan, that is 34 per cent. increase, and power has increased from 2·3 to 3·4 million K.W., that is 43:5 per cent. increase, and *per-capita* generating capacity from 14·1 K.W. hours to 23·5 K.W. hours, that is, about 67 per cent. increase. This is so far as the First Plan is concerned.

Regarding the Second Five Year Plan, the provision is that the Rs. 898 crores includes irrigation, power, flood control, investigation and research, etc., and the percentage increase over the provision in the First Plan is 35·9 per cent. The benefits anticipated now are 12 million

[Shri Nanda]

acres from major and medium schemes and 9 million from minor schemes, for which the financial outlay is not included here, that is, 21 million in all. This will mean about 23·5 per cent increase. This is the benefit in the case of power. In the First Plan it increased from 2·3 to 3·4 million K.W. During the Second Plan, another 3·4 million K.W., that is, 100 per cent increase in the course of the five-year period of the Second Plan is expected. Regarding *per capita* generation, if we take it as 100 for 1951, then for 1956 it is 166·7 and for 1961 it is 354·6, that is, an increase of 254 per cent. This is in general terms the position so far as the Second Five Year Plan is concerned.

Taking the entire period, I have in mind several questions which were raised here, several aspects of development and certain trends, which I thought I should bring to the notice of the House. Regarding public and private sectors, it has been emphasised in the course of the discussion that we should speed up nationalisation of the industry. I have information about it which shows that this process is already occurring and growing cumulatively. In the First Plan the public sector increased by 133 per cent as against 18 per cent of the private sector. The percentage of increase in the Second Plan is going to be 207 per cent in the public sector as against 15·4 per cent in the private sector. If you see the proportion of the power generated, then the position is that at the beginning of the First Plan the public sector was 26 per cent and the private sector was 74 per cent, at the end of the First Plan, the public sector is 42 per cent and private sector 58 per cent, and at the end of the Second Plan the public sector will have become 63 per cent and the private sector 37 per cent. Therefore, we have been making progress in this direction and the trend is that the States, wherever they find it feasible or necessary take over private plants. But the major part of the increase in the public sector arises from the much larger outlay on new developments in power. That is really the important part of the whole situation.

Connected with it, is the question of the pattern of utilisation. As we proceed from year to year and Plan to Plan, we find—that is what it should have been—that the proportion of the power consumed for domestic and commercial purposes is going down and the proportion of power supplied for industrial purposes is increasing; domestic from 12·6 in 1950 has come down to 11·5 in 1955 and it is expected to be 9 in 1960, industrial from 62:6 per cent in 1950 to 65:7 per cent. in I need not give all the details of the figures, but there is one thing which 1955, and 72 per cent. is expected to be the figure at the end of the Second Five Year Plan. It is also inevitable that considering the large amount of investment in hydro-electric power, the proportion of hydro to thermal is increasing steadily. I need not give all the details of the figures, but there is one thing which I should like to mention, that is the question of the grids. Several Members stressed this point. It is obvious that to economise power, to reduce costs, to make it available over larger areas, and particularly with reference to rural electrification, grid system is very important. At the moment I find that there are internal grids in eight States and these internal grids supply about 80 per cent of the total power available in the country. It is proposed to develop regional grids inter-connecting neighbouring States to secure optimum exploitation of hydro-stations; while developing regional grids a long term view of an all India grid will be kept in view. As an ancillary to this, the transmission lines are also increasing. In the first Plan nineteen thousand miles were added. That was really doubling it from the point where we started. In the Second Plan, we are having 35,000 miles transmission lines more.

In this connection, there is one matter a special importance and that is rural electrification. I understand—I am glad it was so—that Member after Member stressed the need of giving more attention to rural electrification. I have been watching very keenly and with great anxiety the tempo of progress in the matter of rural electrification. I am personally not satisfied with it; I must say humbly, I have been trying. We are encountering difficulties.

According to the figures, hon. Members will find that there is considerable increase of power made available to the rural areas. If some statistics made available to them, they will find that out of 2367 villages with a population of five to ten thousand, 258 were electrified in 1950-51—eleven per cent. Under the First Plan, this percentage has gone up to 32 that is an increase of 287%. In the case of places with less than a population of five thousand, the percentage was just 0·5 in 1950-51 and it has become 0·8 per cent. during the First Plan *i.e.*, an increase of 64:7%. The percent-

age increase appears to be good. But actually, very few villages are found to be electrified. What is the difficulty coming in the way?

Provision of power to rural areas in view of small and scattered lands is not a paying proposition. We have had several discussions and seminars where engineers met and considered this problem. It was clear that rural electrification has to be subsidised. Proposals were made and the view was taken that each State must first make its own working self-supporting in the sense that, if it has any profit on urban electrification, it must divert that to rural electrification before it asks for any help. Figures are being collected. Meanwhile, some advance is being made. Under the First Plan, only interest was to be paid—capital had not to be paid—during the first five years. Now it has been decided that for the first five years, no interest will be charged. That is an element of subsidy but the scheme is still under consideration and something more may be done. I will at least try to see that something more is done for rural electrification than has been possible so far.

I thought that I might give the hon. Members just a little more information. I explained to them the trends which were visible in the matter of utilisation of power particularly but I did not give the overall picture. I shall do so now. The total area under irrigation through all sources at the beginning of the First Plan was 50 million acres. It means 17·2 per cent of the total cultivated area and 12·5 per cent of the total cultivable area. We had taken a view then when the First Plan commenced that we should, over a period of 15-20 years, double the area irrigated in the country. What has happened so far is that the First Plan gave us 17 million acres. The Second Plan is expected to give 21 million acres, making 38 million. The schemes which we have been taken up and which will be taken up in the Second Plan—they will themselves add later on another 12 million acres. That comes to 50 million acres. We see now that we have to raise our scale of expectations and targets. We made a rough assessment of the possibilities of beneficial irrigation in the country. The estimate is that after the First and Second Plans, another 130 million acres can be added in the country.

What are the resources available for this purpose? Fourteen hundred million acre feet of water is the volume of flow in the rivers of our country. The water utilised in 1950 was twelve per cent of this. Water utilised at the completion of the First Plan will be: 12 plus 4, that is equal to 16 per cent. Water to be utilised at the completion of the Second Plan will be 16 plus 3, that is equal to 19 per cent. Water needed for the future utilisation for 130 million acres will be about 29 per cent—altogether 48 per cent. Every drop that runs in the river is not available for utilisation; it is not possible. But we have reckoned that this quantity of water will be available in any case—may be, more. So, this is the overall picture of irrigation in the country. It is all right to talk of 130 million acres but the cost is going to be heavy. On the basis of an average of Rs. 350, it comes to Rs. 4,500 crores so as to have full irrigation in the country—that is the entire outlay for the Second Plan. Regarding power, the position is this. At the beginning of the First Plan, it was 2·3 million kws. The *per capita* generation was 14·1 units in 1950. In 1953 we had 18. It is a very poor show compared to other countries—2928 in U.S.A. and U.K. 1584. Even Japan's figure is 504. This leeway we have to make up. We thought at the beginning of the First Plan—that we should, over a period of 15-20 years, add seven million kws. I am glad to say that we are now revising that target. We have already, in the course of the First Plan, added 1.1 million kws. At the end of the Second Plan, add another 3·4 million kws. We feel that the original target will be achieved in 10-12 years and so, we can now think of a bigger target and make it 15 millions instead of 9·3 millions. This is over another five years or so. This is the whole position. The question was raised—I was not present in the House—I have seen the notes about hydro-electric power versus atomic power. We need very vast expansion of energy in this country, but our total hydro-electric power potential in only 35 million KW. This is so at present; may be, it is very likely that our surveys proceed, we will descover more suitable sites—last but according to the present estimate—it is 35 million kw.

Now, as to the other sources of power, we have got plenty of coal and we are using only about 10 per cent of the coal that is being raised for purposes of power. Since the coal raisings are going to be increased, same proportions will suffice for whatever expansion we expect in the course of the next few years.

With regard to atomic minerals, we believe, we have a fairly good source of supply. It has already come on the

[Shri Nanda]

horizon, atomic energy for generation of power. I cannot say definitely, what is going to be done in the course of the second five year period. But, schemes are being framed and something might develop even in the course of the second five year period. Anyway, at the moment, this is not an economic proposition that we can consider it, because our thermal and hydro-electric power would, at least for a considerable period, be very much cheaper than atomic power for us.

Having made this survey of the position regarding irrigation and power, I thought I should give some satisfaction to hon. Members who brought up questions about the efficiency in the execution of these irrigation and power works, made complaints about corruption and waste that have occurred and so on. I fully realise that hon. Members have appreciated the degree of progress that has been made in combating these evils. But, apart from the fact—it is looming large before our eyes—that there are cases which have attracted public attention apart from those individual cases, there is a duty cast on us that every possible effort is made to see that the most economic use is made of the resources placed at our disposal for purposes of irrigation and power. It would take me a long time to explain all that is being done. A number of things are being done, which the hon. Members have referred to and which they know. I am afraid, in certain directions the progress is not rapid enough, because we are meeting with difficulties. While nothing can be achieved simply because we want it in a day, we are trying to overcome those difficulties. But, very briefly, I shall say, the thing resolves itself into this. We should have proper investigations, proper data, on which technically sound schemes can be based. There should be proper planning in advance and then proper designing. We should consider all the things required like materials and machinery in advance, so that due to lack of co-ordination in these matters the progress is not held up.

These problems were analysed some years ago. When we heard—it was in the papers and elsewhere—about the waste, corruption etc., on the projects. I called all the engineers in the country, everybody who could help. We had seminars, where we discussed these problems and we tried to work out whatever could be a solution. The discussions at these seminars led to proposals which were then considered, of course, in the Ministry. We set up a Co-ordination Board of Ministers. There was also a Committee of Engineers for this purpose. All these recommendations go before the Co-ordination Board of Ministers. Some action has been taken on those recommendations. Some further action is in progress and will be taken. These recommendations related to the use of machinery. Members will know that on the multi-purpose projects or in the large major projects the expenditure on machinery is a very heavy part of constituent of the total expenditure. It was found that a good part of the machinery was idle because they had no spare parts and because there were breakdowns. That meant a very heavy addition to the unit cost. Therefore, we took that in hand. As I find that the time is limited I do not want to go into more figures. But figures are there to show to what extent the sickness of the machinery has been reduced. It has been very considerably reduced. The number of hours for which the various types of machines can work has increased in all the projects including Hirakud, DVC and Bhakra. Sickness has declined, that is, the break down of machinery has declined, very very appreciably. That means very considerable economies in the working of these projects.

Then there was another question relating to machinery, and that was about standardisation. It was said that the machinery or rather the various types of machinery were not standardised. The spare part problem was accentuated on that account. Spare parts were not available because there were so many machines of different types which were maintained. So, it was decided as a result of those deliberations that we should have standardisation of machinery, so that we could reduce the need for piling of spare parts of those machines. Also, the training of workers could be taken up in a more efficient manner. Those recommendations are now at the final stage of consideration. Hon. Members will realise that it is rather a delicate thing. When you standardise the types, you may include some types and then the other will be excluded. This can lead to undesirable developments. Therefore, we will have to be very careful and we are trying to see that any untoward consequences are avoided. That is so far as standardisation of machinery is concerned.

Then there was another recommendation about the National Construction

Corporation. I attach a great deal of importance to it. I believe if we have such a Corporation and if we have the labour co-operatives, the kind of method adopted at Kosi, the complaints that we hear and those unsavoury reports that we see will not be there. If these things had been done earlier, those complaints would not have been there. If we had the labour co-operatives, what has happened in the Bhakra canals would not have happened at all, and we would have done it much more economically. We shall try to push up with vigour the National Construction Corporation.

Then one other important aspect of the matter for consideration now. When I went to the DVC a few days ago, I found those persons who are likely to be retrenched clamouring about their future. I am thinking of placing them on some other projects, wherever I can find place for them, but when I see there are certain projects which are going to be given to contractors, we have no control over them. It was for this reason that we transfer our surplus technical personnel from one project to another thereby ensuring the enthusiastic co-operation and loyal work on the projects where they work now.

There was another aspect also about the surplus machinery. It was said that the machinery that are lying at Bhakra and some other places are not being used. If it has any use anywhere in the country, it should not lie there for a day. We decided to see that there was a kind of pool created. We got lists of surplus machinery from all parts of the country from all projects. Wherever there are requirements, we come to know of that, and we transfer from one place to another. We made some efforts and we have succeeded to an extent, but not fully. The reason is this. I found that in some of the projects, they would like to play with new things, shining things, rather than soiled things and they would like to place all orders for their own machinery. We thought we should step in and put our foot on that. We have done that. We have prescribed a drill. Before any orders are placed anywhere, we will be informed. We will see if there is any machine corresponding to that required and if it is available, we will not issue financial sanction or anything of the kind.

Am I exceeding the time Sir?

Mr. Speaker: The hon. Minister may have ten minutes more.

4—35 Lok Sabha.

Shri Kamath (Hoshangabad): You are interesting also.

Mr. Speaker: Each hon. Member need not give the hon. Minister time. He may take 10 minutes, till 5 o'clock.

Shri Raghavachari (Penukonda): With your permission, I wanted to put a question to the hon. Minister for eliciting information. Even yesterday, I put the question about the high level channel of Tungabhadra. Before he closes, he may kindly tell us what its definite present position is.

Shri Nanda: That would take more than 10 minutes by itself. I shall fully satisfy the hon. Member and I will give him all the information later on.

If we have a National Construction Corporation, it will take up big projects. Then it can build up an organisation and attract to itself the best technical personnel and it can also keep the surplus machinery. If it is a contractor, I cannot compel him. He will get his own machinery, and personnel. I won't be able to elaborate on this. We worked out this idea. This has been accepted by the Co-ordination Board of Ministers. Only one State—not many States—said that it did not like it.

Shri K. K. Basu: Which is that State?

Shri Nanda: I would rather not mention it. It will be invidious....

Shri Bhagwat Jha Azad: Let us go ahead with a Corporation without one State.

Shri Nanda: There was also a constitutional aspect to this matter. I do not think there is much in it. The point is whether the Centre can spend any money on a Construction Corporation which is going to work for the States, this subject being a State subject. I hope we will be able to straighten that out.

About the personnel—the question I have in mind was raised about the D.V.C.—I thought that I should reply to this point if I do nothing else. Before that, I would just complete this line of thought. What we have done among other things is the rate and cost control. We have got our Financial Advisers, etc., on all the projects. A thing which we could not really manage well was this. It was a new experience. The rate in one place is more than the rate in another place. May be, the conditions are different. So, we had to make an

[Shri Nanda]

elaborate study of it in order to work out a comprehensive standard schedule which will, of course, have its variations according to local conditions, but with the help of which, sitting here, we can judge from month to month, from quarter to quarter, whether the estimates are being exceeded in terms of work and whether the costs are excessive. In the course of the last 2 years or a year and a half, we have now been able to evolve a system which can help us to determine, sitting here in a room, what is the physical progress, what is the cost, whether it has exceeded the rate and whether it is running higher than what it should be. The cost control units have been put in the various projects. The other projects are also being asked and they will have their cost control cells. The Rates and Costs Committee has brought out big volumes. They are being printed and hon. Members will have them. They have gone into great details of rates and costs and they have also evolved a pattern of cost control and the forms, etc., to be used in connection with accounts, stores and other things. This development is of very great significance.

A question was raised about Bhakra dam, and I must dispose of that. I am no respecter of any board or any person. If anything arises which in the least degree warrants or justifies having an enquiry, I promise the House an equiry will be made. I promised the House an enquiry will be made into the Bhakra canals. It has taken some time, but there is a first-class committee of enquiry that has been set up.

Shri R. P. Garg: Why not extend the scope ?

Shri Nanda: If I go on extending, I will not get the results about the canal also. Let me do where there is a real job to be done. I have no time,—otherwise I would have explained,—but measures have been taken on the Bhakra dam to control and check this. I shall circulate that information to the hon. Members. We do not want to distract the attention of our engineers. We want our engineers to work. They have a job to do. They have to carry out a programme according to schedule, and let us not unnecessarily distract their attention from their work in hand, but if there is any kind of lapse on anybody's part which cannot be rectified or looked into by ourselves, certainly there will be an enquiry. Please give me all the materials that justify that kind of a step.

Regarding D.V.C., I went there only a few days ago, met all those workcharged establishment and the other personnel, and I assured them, as I had explained earlier, that everything is going to be done for them. An hon. Member has said that I made a certain promise in my speech earlier and that is not being fulfilled. What did I say ? I said:

> "Not a single person who is in the D.V.C. and who is capable of making any useful contribution anywhere in the country is going to be discharged. Of course, we are aware of the fact that more projects will be completed in a certain period and we have to consider that aspect of the question."

It is in these terms: if he had any contribution to make either on that project or anywhere else where we are concerned he will not be discharged. A very elaborate machinery has been set up. We are having an internal employment exchange for the projects, and a high officer has been deputed to go about the projects. Sometimes the other projects may not pay sufficient attention so that personally he will go and see what can be done about it. The Bengal and Bihar Governments have promised, —and some exchanges have been set up there also,—to absorb as many people as possible. I have received telegrams,—hon. Members have also received telegrams,—that till an assessment is made of the future requirements of the D.V.C. nobody should be discharged. To that I agree. An assessment has been made. Even a more thorough assessment should be made, and if anybody has a place later on there, he should not be discharged now. To that I agree, but I do not agree to this further demand that till they find some place elsewhere in the country, they should not leave that project. I explained to them. I said: "You are thinking of your own employment, but you are taking away the employment of thousands of others, because if the projects become more costly, what will happen ? It means there will be fewer projects in the country. Therefore it is really most selfish and the working class should not be so selfish as that—that by prolonging their work for a few days they reduce the volume of employment in the country for thousands of others. This should not be done." I read in the papers some kind of a ballot is being taken for a strike. That will mean that if we work departmentally, we will have all this labour trouble. Therefore, we must give it to the contractors, and make

the thing more costly. What will be the security there? Therefore, I think those friends will consider the position in the light of what I have stated. Everything possible will be done including, as I said, re-training. If there is any person with any technical knowledge, aptitude, skill, etc. and if to-day that skill is not in demand but something akin to that or near enough is, we shall re-train those people and give them work elsewhere.

I have taken much more time than I was possibly entitled to, but I thought I should cover the whole ground. I am very thankful again to the hon. Members for their kind words of appreciation. We shall try to live up to their expectations.

5 P.M.

श्री विभूति मिश्र (सारन व चम्पारन) : मैं एक सवाल पूछना चाहता हूं । यह जो गंडग प्राजैक्ट है इसको कब हाथ में लिया जायेगा ।

Mr. Speaker: Thousands of projects are there. We have spent sufficient time already on this matter. I have extended the time also.

I shall now put the cut motions to vote.

All the cut motions were negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1957, in respect of the following heads of Demands entered in the second column thereof: Demands Nos. 67, 68, 69, 134 and 135."

The motion was adopted.

[*The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below* :—Ed.]

DEMAND NO. 67—MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 13,90,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ministry of Irrigation and Power'."

DEMAND NO. 68—MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 98,49,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Multi-purpose River Schemes'."

DEMAND NO. 69—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 79,59,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Irrigation and Power'."

DEMAND NO. 134—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 2,19,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Capital Outlay on Multi-purpose River Schemes'."

DEMAND NO. 135—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 8,82,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'."

Mr. Speaker: The House will now take up Demands Nos. 47, 48, 49, 50 and 130 relating to the Ministry of Health. As the House is aware, three hours have been allotted for the Demands of this Ministry. There are a number of cut motions to these Demands, and hon. Members who want to move any of them may indicate it by chits within fifteen minutes.

So far as the speeches are concerned, fifteen minutes will be allowed for all Members ordinarily, and twenty minutes if necessary for leaders of groups:

Does the Minister of Health want to say anything?

The Minister of Health (Rajkumari Amrit Kaur): I think it would be better for me to speak at the end, after I have heard all that has to be said by hon. Members.

Mr. Speaker: Now, Shri Mohanlal Saksena. As far as possible, I shall try to distribute the opportunities for speaking to those Members who have particularly specialised, and also those others who have not taken part in the debates so far. I am not going to call Members who have spoken on defence, external affairs, irrigation and power etc. Hon. Members may take this cue from me.

Shri Achuthan (Crangannur): Some Members have not spoken at all so far.

Shri Kamath: One Member should not speak on all the Demands for Grants.

Mr. Speaker: The same person should not speak on all the Demands for Grants.

DEMAND NO. 47—MINISTRY OF HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 9,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ministry of Health'."

DEMAND NO. 48—MEDICAL SERVICES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,69,58,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Medical services'."

DEMAND NO. 49—PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 8,52,56,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Public Health'."

DEMAND NO. 50—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 87,40,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure under the Ministry of Health'."

DEMAND NO. 130—CAPITAL OUTLAY OF THE MINISTRY OF HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 7,96,84,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay of the Ministry of Health'."

Shri Mohanlal Saksena (Lucknow Distt. *cum* Bara Banki Distt.): I have to say a lot on the problems of health confronting the country. I have given some thought to them, and I have arrived at certain conclusions. I have reduced them to writing and submitted a paper to the Prime Minister about five months ago. I wonder if the Health Minister has had time to go through it although it was circulated long ago by the Planning Commission to all concerned.

Within the limited time at my disposal, I shall confine myself only to one or two basic questions, namely the approach of the Ministry, and the manner in which it has been tackling the various health problems confronting the country.

Before I proceed further, I would like to make sure that the Minister has shaken off the erroneous impression mischievously put into her mind by busybodies that in my criticism of the working of her Ministry I have been actuated by any but the best of motives namely the promotion of the health and well-being of crores of people, particulraly of those living in far off villages and in poor areas of towns.

I would also like to tell her once again that no matter who is the Minister, so long as the approach and the policy of the Health Ministry remain what they are, I am in duty bound to criticise and expose them. Further, I cannot persuade

myself to support the demands of this Ministry so long as the treatment meted out to ayurveda, homoeopathy and other systems of medicine is discriminatory, and so long as it persists in its present attitude which, I consider, is wholly biased, completely perverse and utterly foolish.

An Hon. Member: Disgraceful.

Shri Mohanlal Saksena: These are strong words. But I have deliberately used them and I will presently show that they are appropriate.

I may remind the hon. Minister that at a recent conference held in November last—I think it was a conference on the education of undergraduates—the Prime Minister was constrained to remark that it would be foolish for anyone to look down upon the ayurveda and unani systems of medicine. This itself shows which way the wind is blowing. I will just now prove that the Health Ministry has been looking down upon these systems of medicine.

An Hon. Member: That is a fact.

Shri Mohanlal Saksena: This House and the Prime Minister have repeatedly condemned the attitude of the USA in not recognising the People's Republic of China, because the USA would help the Kuomintong which does not represent China and for which there is no chance to capture China for any number of years. I submit the same is the case here. We have got these indigenous systems of medicine—ayurveda, unani, homoeopathy and others—which are serving not only 85 per cent of the people who have no access to allopathy, but also others, I mean those who have access to the allopathic system; even amongst them, there will be hardly one per cent who will be prepared to die in the hands of an allopath rather than be treated by other systems of medicine.

Therefore, even as compared to China, where at least there is Formosa under Kuomintong we will find that here there is no chance of allopathy being made available to the vast population to this country in any forseeable future or any considerable area taking to it exclusively. So I ask, what is it that makes this Ministry adopt this attitude ? This House has condemned the policy of the USA as stupid and shortsighted and wholly biased. Therefore, I draw the conclusion that the House will be one with me in condemning the policy of the Health Ministry which does not recognise this obvious fact.

We have heard so much of *Panch Shila* in politics and in foreign relations, and there are those who have advocated *Panch Shila* principles being applied in the economic field as well. But what about health ? We find that in respect of health, therefore cannot be any *Panch Shila*. These systems of medicine have to be dominated and worked by those belonging to a different system. There is no recognition of these systems as scientific. I have been assured by the Health Minister—she has been good enough to do so—that she is prepared to befriend all systems of medicine which can be proved scientifically correct. But who is to judge whether a particular system is scientifically correct or not ? It will be the persons who are wedded to allopathy.

Encouraged by this attitude of the Health Ministry, the All-India Medical Conference of Allopaths in Jaipur in December last, passed a resolution demanding the suppression of all other systems of medicine in India. I do not know how much grant this conference is receiving and, whether officers of the Ministry are members of that conference. Not only that. They did not stop at that. In the January issue of the journal of this conference, I find a resolution of its working committee is reproduced urging upon the members of the conference not to work in any institution of homoeopathy or other indigenous system of medicine either as a teacher or in any other capacity. So, it is there. I would like to know what steps, if any, the Health Ministry has taken against this attiude of his Conference of Allopaths.

Against this picture, what do we find in China ? Every day we get literature from China, we find that some mention is there about what they are doing to promote the Chinese system of medicine not only by themselves but in co-operation with those educated in the western system. Only yesterday I received a magazine; that is Chinese Bulletin. I have also another—China Reconstructs. In both, I find a reference to it. I think hon. Members are getting these publications; if not, they can share with me. From one of them I see that they have established an Academy of Chinese Medicine and they say that it is the doctors educated in the western system that are helping them and working in them and not dominating over them. On the 17th March, another hospital was opened and the person who is in charge of that says that the functions of this hospital are (1) to cure patients with the Chinese system of medicine; (2) to lecture on the

[Shri Mohanlal Saksena]

results achieved by this treatment; and (3) to prepare reports on this basis and submit them to others for research etc. He further says that those who are educated in the western system are there to assist them to learn and in helping the practitioners of Chinese medicine to develop and improve their system. That is one picture and here is another. How totally different!

Thirty-five years back, Mahatma Gandhi had launched two boats; one was the boat of the Congress movement to achieve Swaraj. That boat drifted; met with a number of ups and downs and obstructions and adverse and favourable winds; and, at last, while he was alive reached the cherished goal and we were put in power and basking in his reflected glory and doing everything in his name, if not actually, at least when it suits us. He launched another boat in the city of Delhi. It was the All India Ayurvedic and Tibbia College founded by the late Masi-ul-Mulk Hakim Ajmal Khan who was one of our foremost leaders. His wish was that this should develop into a University. But, what do we find? While he was alive, he gave all his savings and when he died he left the Dawakhana from the earnings of which this institution continued to work. But, later on conditions changed, there was partition and independence. What happened to it?

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): It is given a grant of Rs. 2 lakhs.

Shri Mohanlal Saksena: Do not interrupt me. I know more facts *(Interruption)*.

Mr. Speaker, I was saying that after partition most of its land was taken away and chummeries were built. The President of the Board of Management told me the other day that he had sent some letters and no acknowledgement has been received. I do not say it is the Health Ministry; but, all the same it is Government of India. The chummeries are there; other families are living.

The other day, I was present at a function when an Address was presented to the President and there the present plight of the institution was brought out and how that Dawakhana has also suffered. The income has fallen. The hon. Minister says that she is for the promotion of scientific research. Here in this institution, there was scientific research being carried on for a long time and it was never taken notice of. The work has now been discontinued. While the hon. Minister had Rs. 37,00,000 for research lying with her, only Rs. 15,00,000 was utilised for Jamnagar Ayurvedic institution. Why was it not fully utilised? It was only because *Sarpgandh* will not be recognised unless it comes from foreign countries in the form of serpentina. Whatever we do here is nothing; though our research was started about 20 years ago, no notice was taken of it. I challenge the Government to prove if any single pie was given by the Health Ministry to this institution so far. Of course, the Delhi Government took some interest and gave about Rs. 50,000. This is the way this institution was treated by the Health Ministry. The Chinese during the last four or five years have done so much for the development of their indigenous system of medicine, but here in Delhi we have, in spite of expensive buildings of the college and so on, another research building is going to be constructed for the All India Institute of Medical Sciences. The indigenous medical system will not be allowed inside this All India Institute of Medical Sciences. I submit this is segregation and discrimination against indigenous system. Gandhiji said, long ago: "I have great regard for Ayurveda; I recognise it as an ancient science to keep the health of crores of people in lakhs of villages; I want men to shape and live their life on the principles of Ayurveda." This was what Gandhiji said. He said it was a science but the Health Minister says that it has not been proved that it is a science. I will go further and say this. What do I find in the Health Ministry's Report? Professor Hurbert Urbun has come from Austria, he is professor of medicine and is an M.D.

Dr. Suresh Chandra (Aurangabad): In the university of Innsbruck.

Shri Mohanlal Saksena: He came here. What has he said? The scientists and scholars in Europe have great interest in Ayurveda medicine. He says further that he had been sent specially for that purpose by his Government because he had made some study of therapeutics and comparative medicine. Not only that, he goes on to say that "now that you are going to start post-graduate classes in Jamnagar, I am going to persuade my Government in consultation with the Government of India to send qualified doctors from there to come and learn the Ayurvedic system of medicine".

But if these doctors come to All India Institute of Medical Sciences for this purpose they will be told that it was not a science. I may warn the Health Minister that although she may say anything she likes, she cannot go on all the time like that. There are persons who have become desperate and who have become hopeless because in this very report we find that Rs. 267 crore have been allotted for various other things, for the promotion of education etc. in the Western or modern system of medicine. Only Rs. 5 crores has been provided in the State Budgets for Ayurveda and other indigenous systems. The Government of India will of course make arrangements for research etc. In the First Plan period, you were allotted Rs. 37,00,000 and you were not able to spend more than Rs. 15,00,000. The other day the hon. Minister argued that it was so because the *vaids* have failed to submit schemes. I have been told that it is not a correct statement. I have received letters to that effect. The *vaids* have asked for the constitution of a permanent council for that purpose. The Homoeopathy Committee, which you yourself had appointed, has recommended that there should be a separate council for Homoeopathy. Similarly, the *vaids* wanted a separate council. But that recommendation has not yet been given effect to. They were told that two or three persons could get into this All India Medical Council. But what is the attitude of allopaths? How can you expect them to join? They say that they have submitted certain schemes. You have got—the Central Council of Health to help. You have not submitted any proposal for the last three years; the delay is on your side. They were told as if they are responsible for all this. Were the schemes relating to the allopathy prepared by private practitioners? No. They were prepared in this very Ministry. If these people are not competent to do so, at least you could have others who are competent to do it. No. You are interested in delaying. That is what Dr. Jaisoorya in his presidential address at Rajhamundry has said: "We have no hope; the Health Minister is delaying and she has been taking time." So he has asked them not to look to the Health Ministry for any encouragement.

I have been all along an optimist and so I have certain hopes. I still hope. I would like the Members to approach the Health Minister properly and to treat her with care and sympathy like any other patient. She has fallen a victim to the disease which most of us are liable to succumb and do succumb without being aware of it. The disease is westernism; I may euphemistically call it modernism. We are dazzled by the glamour of the west; we are overpowered with a passion for making progress. Not only that. *(Interruptions.)* We develop an itching, a desire to catch up with the west and to make a name for ourselves in that process. Not only that. We forget ourselves and our past traditions. We begin to look down upon our heritage. India possesses a very rich heritage in all departments of life including medicine. We repudiate our past professions and we ignore the warnings and teachings of our great men. What does Gandhiji say in this matter? He says: "I recognise freely my debt to the western culture but I must say whatever service I have been able to render to the nation is entirely due to the retention of my eastern culture to the extent I could." These are the words of Gandhiji.

But armed with brief authority surrounded by sycophants and buttressed in by bureaucrats, assured of a comforable majority in this House and still more of shelter behind, I should say, a generous, popular and powerful Prime Minister, we begin to behave as bureaucrats . . . *(Interruptions.)*

Mr. Speaker: Order, order. I have given sufficient time to the hon. Member. His time is up.

Shri Mohanlal Saksena: We cease to recognise the voice of our masters and we start playing to the tune of servants. In this connection, I might recall an event from the life of Shri Vinoba Bhave which, I hope, will benefit everyone of us. Five years back, before launching his movement for *bhoodan* he was invited and he came to Delhi and stayed for seven or eight days. He discussed with members of the Planning Commission, officers and others, his scheme of *bhoodan* movement and he was not able to convince them. There was naturally dejection and despondency in his camp. The workers gathered round him at night and asked: "What are you going to do now?". He said: "My way is clear. Up till now, I was talking to the servants. Now, I am going to the masters; I am going to the people. You will see that, when people are with me, these people also will listen to me." The same thing has happened. Only a year after that we found everybody running to him. Even

[Shri Mohanlal Saksena]

in the Second Five Year Plan we find mention about *Bhoodan* and its great possibilities.

Therefore, I submit that so far as indigenous systems of medicine are concerned, I would like the hon. Minister to consider—not only consider but give them encouragement. I may tell her what the Chinese say. They say: why spend money on this western system of medicine. Billions and billions are being spent in other countries like the United States of America and England. Therefore, why should we spend? Instead of that, they make research in their own system. Thereby they will be helping the world and they will be helping the progress of medical science. The other day I read in a paper about *arjun* as very good specific for heart diseases. How many millions and crores of rupees worth of medicines are we importing for combating heart diseases? Why not have some research work done in this line? I am not only a man of hope. I have not yet ceased to have faith in the efficacy of prayer. So, I hope and pray that the hon. Minister may muster sufficient—I will not say strength—vision, imagination, and foresight, wisdom, vigour, tact, and tolerance and, above all, a little humility and humour.

Sir, I hope she will rise equal to the occasion and discharge the great responsibility that rests on her and if, for any reason, it is not the will of God that she should function in the way that I expect and hope she will, she may have the good sense and strength to quit, because in either case she will be serving the best interests of the country and her own, and because in democracy nobody is indispensable. Democracy believes in the superiority of collective wisdom over individual judgment. It does not believe in the cult of personality. This is a lesson which our Communist friends in Russia have learnt after paying a heavy cost. This is the lesson which we in the Congress should always keep before our mind's eye.

Dr. Rama Rao (Kakinada): Mr. Speaker, our ideal is a socialistic pattern and ours is a welfare State. In a country which is of a socialistic pattern, or in fact, in any country which claims to have a civilised government, the first and most important thing is to give free and efficient medical aid and to give the best of health services. By health services, I mean the first essential of health services is to give protected water supply and take adequate steps to prevent diseases. So, if we take effective preventive steps most of our expenditure on medical services will be reduced. Therefore, I believe that our health services are anything but satisfactory. Our medical aid is very meagre and very primitive.

I want to say a few words on other points. The first thing I will take up is the proposal to take over the Cancer Hospital—the Tata Hospital—at Bombay. The Government of India's publication of 1955 says that about two lakhs of people die of cancer every year. Then it mentions that there are only two hospitals for cancer: one, the Tata Memorial Hospital at Bombay and, the other, the Chittaranjan Hospital at Calcutta. But, I think the Government book is not comprehensive because they have only referred to the cancer hospitals. We have got cancer departments like the Bernad Institute of Radiology at Madras. However, my point is, the provision for treatment of cancer in India is hopelessly inadequate. The Government of India are proposing to take over the Bombay Cancer hospital at the expense of about Rs. 45 lakhs. I object to this. My objection is not because Government should not take over this institution, but the point is one of comparative efficiency and comparative needs. Where there is no provision and where the provision for treatment is hopelessly inadequate in the country, why should the Government spend a huge amount of Rs. 45 lakhs on this institution, an institution which is very efficient and which has an all-India reputation?

Mr. Speaker: The hon. Member can continue tomorrow.

The following are the selected cut motions relating to various Demands under the Ministry of Health which have been indicated by Members to be moved:

Demand No.	*No. of Cut Motion*
47	921, 922, 937, 938, 939 940, 941, 942, 943, 944 945, 946, 947.
48	948, 949.
49	923, 950.
50	951.

Action taken on Delhi Jaundice Enquiry Committee Report

Shri Kamath: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Need for continuance of a seperate Health Ministry

Shri Kamath: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Need for consultation with associations of medical men, such as the Indian Medical Association, in the matter of formulation of public health measures

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Inadequate attention paid to rural areas in matters relating to public health

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Deterioration in the quality of D.D.T. sprayed under the National Malaria Control Scheme

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Failure to improve the collection of statistics about diseases like T.B., Cholera, Filaria, Malaria etc.

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Policy with regard to family planning

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Implementation of Slum Clearance Schemes

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Need of evolving better method of medical examination

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Meagre provision under the water supply schemes for rural areas in Part C States

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Need for improving medical facilities for Central Government employees

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Delay in establishment of Health Centres in Rural areas

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Meagre provision for the establishment of rural Health Centres in the Second Five Year Plan

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Ministry of Health' be reduced by Rs. 100."

Proposed taking over the famous Tata Memorial Hospital at a high cost, while facilities for the treatment of cancer are meagre and unsatisfactory

Dr. Rama Rao : I beg to move :

"That the demand under the head 'Medical Services' be reduced by Rs. 100."

Failure of the Government to give adequate financial aid to Andhra Government to start a medical college at Kurnool

Dr. Rama Rao: I beg to move:

"That the demand under the head 'Medical Services' be reduced by Rs. 100."

Disapproval of Policy regarding B.C.G. mass vaccination programme

Shri Kamath: I beg to move:

"That the demand under the head 'Public Health' be reduced by Re. 1."

Failure to stop pollution of Jamuna water with sewage from Delhi

Dr. Rama Rao: I beg to move:

"That the demand under the head 'Public Health' be reduced by Rs. 100."

Failure to give direction and advice to the people for the use of cheap and effective contraceptives and methods

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure under the Ministry of Health' be reduced by Rs. 100."

Mr. Speaker: All these cut motions are before the House.

5-32 P.M.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Wednesday the 4th April, 1956.

COLUMNS

PAPERS LAID ON THE TABLE . . 4147

A Copy of the statement showing the action taken by the Government on certain assurances given on the 29th September, 1951 during the discussion on the Delhi Premises (Reguisition & Eviction) Amendment Bill was laid on the Table.

CORRECTION OF ANSWER TO UNSTARRED QUESTION . . 4147

The Deputy Minister of Railways and Transport (Shri Alagesan) made a statement correcting the reply given to Unstarred Question No. 390 on the 17th August 1955.

COLUMNS

DEMANDS FOR GRANTS 4148—4262

Further Discussion on Demands for Grants in respect of Ministry of Irrigation and Power was continued and the Demands were voted in full. Discussion on Demands for Grants in respect of Ministry of Health was commenced. The discussion was not concluded.

AGENDA FOR WEDNESDAY, 4TH APRIL 1956—

Discussion on Demands for Grants in respect of Ministry of Health and Ministry of Works, Housing and Supply.

GIPN—S.—4—35 Lok Sabha—21-1-57—000